

# MANUFACTURERS' RECORD.

A WEEKLY SOUTHERN INDUSTRIAL, RAILROAD AND FINANCIAL NEWSPAPER.

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BALTIMORE, MAY 15, 1902.

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## Manufacturers' Record.

RICHARD H. EDMONDS, President.  
THOMAS F. GRASTY, Vice-President.

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BALTIMORE, MAY 15, 1902.

### COPY FOR ADVERTISEMENTS.

Advertising copy (changes or new advertisements) should reach us Saturday Morning to insure insertion in the issue of the following week.

For the first issue in the month we should receive copy by Friday Morning of the week preceding.

Referring to the plan advanced by the Manufacturers' Record for the development of technical education in the South, Chancellor J. H. Kirkland of Vanderbilt University at Nashville, Tenn., writes:

The South is awake to its material interests as never before. But it needs to learn the great lesson that its most valuable capital is to be found in the brains of the young men of the South. I trust that your plan will be put into operation and will bear some fruit for the great cause you have so ably espoused.

Mr. Isidore Newman of New Orleans has announced through Rabbi I. L. Leucht that he will give the money necessary to build a manual training school for boys and girls of the city. Rabbi Leucht is a member of a committee which has been working on this matter for several years, and he says that Mr. Newman's gift will enable the committee to push the enterprise. Every Southern city should have at least one manual training school. The South needs skilled labor, and will need much more of it in the near future. The manual training school is necessary to bring the supply anywhere within the demand.

### IN SHAPE FOR BUSINESS.

The Financial Information Co. of Boston, in its circular-letter of May 10, says:

The recent report of the Tennessee Coal & Iron Co. has not been construed by some as favorably as we think it warrants. Mr. Alexander C. Lassen, in the New York Daily Financial News, who has the utmost faith in the property, says:

"There has been much discussion over the annual report of the Tennessee Coal & Iron Co. Some comment is made of the drastic measures of the company's new chairman. All there is to be said is that Mr. Bacon found himself in charge of a very dirty and badly-arranged house, that needed cleaning and repairing greatly. This he has proceeded to do, and has done effectually. The establishment now is clean and healthy. It is not on stilts, but on a very substantial foundation, where credit has been renounced and cash is the basis. How bad was the condition of the premises he took charge of he

has not half told, nor has he half told how much he has done in the way of improvement. He wishes the future to do this."

This is a correct statement of the case. The old Tennessee Company was a drag on the whole iron trade of the South, and that it ever lived at all under the conditions which prevailed was a constant source of wonder to everybody who knew the situation. The Manufacturers' Record feels confident that under Mr. Bacon's management this company will prove the very great possibilities of iron and steel making in Alabama. The company is now being put in shape to do business.

### SOUTHERN EDUCATION.

Mr. F. C. Abbott, president of the Chamber of Commerce of Charlotte, N. C., referring to the Southern Education Board, writes to the Manufacturers' Record as follows:

I am very sorry, indeed, to note the opposition to the work of the Southern Education Board as expressed in the last issue of your paper. I feel sure that if you understood the movement and the men behind it more fully you would have a very different opinion of this great work, and would add your great influence to the work instead of opposing it. This latter attitude would seem to me more fitting to a paper which has done so much for the industrial development of the South.

Because the Manufacturers' Record is deeply interested in the industrial development of the South is the reason why it has failed to add its influence to the carrying out of the program of the Southern Education Board. The majority of that Board are our personal friends, and we are well acquainted with the standing of every member of it. We appreciate thoroughly the good intent in its plan, but the history of the past forty years of educational striving in this country, especially in the South, is full of examples of ill-effects of good intent. We have followed as closely as possible the unfolding of the aims of our friends of the Southern Education Board as published in the speeches and the writings of its members, and we have failed to discover in them any definite intimation or outline of a practical plan whereby one of the most radical mistakes may be overcome. We believe that this radical mistake is largely responsible for surface indications of an inclination on the part of some Southern people to neglect the means of public schooling or to give them only half-hearted support. We believe, at the same time, that the people of the South, even in its thinly-settled portions, have the spirit to appreciate the benefits of real education for their children—a spirit manifested by the support already given by them, in spite of their hamperings, to their imperfect public schools. We believe that while endowments and donations from other quarters for Southern institutions of higher education may do no harm, but may be of value, such gifts, even under the guise of a spur to local liberality in aid of the primary and secondary schools, close to the people, will defeat their very purposes. The man depend-

ing upon his own efforts for an education is likely to be better educated than one subjected to philanthropy, and the community which looks to the outside for help in conducting its schools is likely to miss the fundamental educational benefits of depending upon itself. Self-education and self-government are inseparable. The plan of the new movement for the South seems to miss this idea, or to modify it in a wrong direction.

### COTTON PICKING BY MACHINE.

For several years an inventor of a cotton-picking machine has been trying developments of his invention in the Mississippi Delta. Two years ago the inventor, Mr. Angus Campbell, and his backer, Mr. F. R. Morris, used the machine to pick cotton in such a way as to impress the spectators with its success. The two gentlemen, however, were not satisfied with the machine in every respect, and since then they have been remedying what they thought to be its weak points. Having perfected the machine, they signed last month contracts for five machines to pick 2000 acres of cotton in the Delta next fall. In a letter to the Manufacturers' Record Mr. J. S. Weiss of Greenville, Miss., writes:

I have watched very closely for the past five years the cotton-picking machine patented by Mr. Angus Campbell, which is owned and operated by the American Cotton Picking Co. of Pittsburg, Pa.

I am perfectly satisfied, beyond any question of a doubt, that Mr. Campbell has solved the question of picking cotton with his machine, and it does even better work than is claimed for it.

On the 15th day of last October I saw the machine in operation at Colonel Morgan's place at Sheppardstown, Leflore county, Mississippi, and saw the machine pick 93.7 per cent. of cotton that was open on the row, without destroying the leaves, bolls or stalks in any shape or manner. I have also seen the machine at work before frost, never a green leaf, boll, bloom or square being hurt.

One could not tell that the machine had been in the field, excepting that the lint was missing. Strange as it may seem, the machine only takes the lint, but of course if there happens to be a piece of a dead leaf on an open boll it takes it along just as one does picking it by hand, which, of course, is cleaned before the cotton is ginned.

I think I am safe in saying that the farmers of this great Delta only harvested about 75 per cent. of their crop this season, and I think it is a question of a very short time when Mr. Campbell will have his machine at a point where he will get 100 per cent.

As I before stated that the machine picked 93.7 per cent., however, the other 6.3 per cent. does not go to waste, as the planter can gather it if he so chooses.

I don't think the machine will work in very hilly land, but it does the work to perfection in flat and low lands.

The machine will pick at least three bales per day, and has already picked as high as five. Every planter with whom I have talked and who has seen the machine work is more than pleased with it.

In my estimation the cotton farmers of the South are about to receive their greatest boon. It goes without saying, as, to my mind, the question has been solved regarding the harvesting of cotton.

The signing of the contract indicates a faith in the efficiency of the machine, which, if realized, means almost a revolution in agriculture and industry in the South within the next few years.

The substitution of machinery for man in gathering the cotton crop has long been a dream, with most substantial reasons why it should become a fact. Again and again an invention to that end has been announced, only to bring disappointment without destroying the hope. The success of the Campbell picker must result in an enormous economy in bringing the cotton to the gin, one estimate being that it will nearly halve the expense, in the encouragement of more scientific methods in cultivating cotton, thereby permitting a greater area of land and greater human energy to be employed in the raising of other crops. Of especial importance, though, is the promise in the invention of the release from the cotton fields of a great mass of labor into other lines of industry required for the full development of Southern resources, and a wonderful change for the better from present conditions, in which the opening up of a timber tract, the extension of a railroad, the starting of a cotton mill or the development of a coal or iron mine draws often at the most inopportune moment needed help from the fields, or a sudden rise in the price of cotton tends to attract needed help from manufacturing undertakings.

This balancing of labor conditions is likely to be accompanied by a balancing of agricultural ones. The use of cotton-picking machines must tend to limit cotton-growing to sections where great areas of land, devoted principally to cotton, may be under one management, as the use of such a machine by the cultivator of one acre or ten acres would hardly be economical, if possible. Hence might be expected in cotton-growing a radical change similar to that induced by the adoption of machinery in the wide stretching wheat fields of the West. This change, though, would injure no small cultivator ready to adapt himself to it. He might lose if he should attempt to compete with hand against the machine. But if he should recognize and take advantage of the wider market for food-stuffs and other products created by the conversion of cotton-pickers into miners, lumbermen, operatives and mechanics, he would better himself considerably.

The saw gin created a demand for an extensive cultivation of cotton and an expansion of slave-holding. It was possible, under the old system, for the large cotton-grower to make enough from cotton alone to justify dependence upon outside sources for the bulk of his supplies, though many a well-managed plantation was self-contained. The destruction of the slave-labor system brought about an accession of whites to the body of individual cotton-growers, forced, however, for the while to depart from the habit of living at home, and often unable to apply most approved methods to their cotton culture. The labor difficulties led them to the invention of devices for the improvement of mechanical handling of the crop after it reached the

gin, culminating in the round-baling process. Necessities, too, gave an impetus to the movement for increasing the amount of cotton raised per acre, and for a return to the raising of home food crops. The invention of a successful cotton-picker will complete the chain of machinery giving to the American cotton-grower an advantage which may never be equalled, permitting him to enjoy all the best results of long experience with the staple, and yet swelling the ranks of Southern productive labor. It is hoped this machine may be a success.

#### POPULARIZING RICE.

The Rice Growers' Association of America is discussing the organization of the Louisiana & Texas Rice Kitchen Co., with a capital stock of \$100,000, to establish kitchens in various parts of the country, where, by cooking and serving meals with and without rice, selling rice and rice products, giving demonstrations in cooking rice and circulating literature bearing upon the rice industry, the value of rice for food may be widely advertised, and the industry, becoming so great in Southwest Louisiana and Texas, may be given greater impetus than ever. Such an exploitation of rice would be most seasonable. As was pointed out last week in the Manufacturers' Record, the high prices of meats have set people to thinking about the value of meats for food in comparison with other products. The study of vegetables and cereals is becoming more earnest, and the importance of rice, with its highly nutritive qualities, cannot be overestimated. The wide dissemination at this juncture of knowledge about the valuable properties of rice ought to give it a prominent and growing position which should stimulate its culture.

A dispatch from Houston, Texas, referring to the meeting last week of the Square Bale Cotton Ginners' Association of Texas, says that there was a strong and determined protest on the part of the square-bale ginners against the method now in vogue of sampling and storing the product; that it was stated that at interior depots bales were left to stand in rain and weather to rot away unattended until the entire value was lost; that samplers are in the habit of slitting bagging from corner to corner, ruining the packing, and that the discount falls upon the shoulders of the farmers. And so the missionary work of the invention of the round bale continues to be reinforced.

#### A Record-Breaking Contract.

The steamer Queen Caroline, built by the Baltimore Shipbuilding & Dry-Dock Co. for the Queen Anne's Railroad of Maryland, has been successfully launched. The vessel, which will run during the summer between Lewes, Del., and Cape May, N. J., in connection with the Queen Anne's Railroad, is a screw steamer, 200 feet long over all and 187 feet between perpendiculars. Her engines are triple expansion, with 1050 indicated horsepower, and steam is supplied by four Scotch boilers nine feet wide and ten feet long, with a working pressure of 180 pounds. The vessel is guaranteed to make sixteen miles per hour, but it is expected this will be exceeded, perhaps to seventeen and one-half miles. The main saloon is finished in white and gold, and the craft is commodiously equipped throughout. She has water-tight compartments, steam steering gear and wind-lane and electric-light plant.

President J. Quitman Lovell, Secretary J. T. Haxall and other officials of the company were highly complimented upon the success of the launch and the rapidity with which the contract has been executed. The steamer was designed by Mr. Charles Green, and the contract was awarded in November last upon condition that the vessel could be built in seven months, so that she could begin her summer service on the first week in July. It is stated that all records for building a steamer of this size have been broken by the rapid execution of this contract. The model of the Queen Caroline has been pronounced by experts to be ideal.

#### AN OIL ALARM NOT ALARMING

When Applied to the Texas-Louisiana Petroleum Field.

By C. F. Z. CARACRISTI, C. E., E. M.  
[Written for Manufacturers' Record.]

An alarming report comes from the Beaumont field—alarming to the companies interested and the stockholders, and also to some of those who have made wild predictions of possible output. I give the report for what it is worth, as follows.

"The gushers of Beaumont oil field have quit gushing. The demise came some days ago, and just following, if not simultaneously with, the Central American earthquake. Since the Lucas gusher was struck, more than a year ago, over 500 spouters have been brought in. Those last developed appeared to possess the remarkable vitality of the first, and so far as noted there was no diminution in force or output. The settling down of the field has come much more suddenly than most conservative oil men expected. The effect on oil stocks was marked, there being a great slump in a number of companies. The public failed to understand the reason why, as the facts were withheld. The future of the field is still regarded as bright, as oil exists in abundance, but the artificial means must be counted upon to remove it, instead of natural forces."

One of the simplest laws of physics is that hydrostatic pressure must decrease unless there is a constant supply to replace the exhaust. The same laws apply to the expansive force of compressed gases when the generation of gases is not equal to the escape. As neither the petroleum nor the gases associated with it are in an actual state of formation in volumes equal to the productiveness of any field, there must perforce be a decrease of pressure equal to the actual drainage of the stratum being leached. This condition is perfectly in accord with elementary principles; but when we are told in bold print that the Beaumont field has stopped gushing on account of some serious disturbance in Central America, we cannot help smiling and wondering who invented the beautiful canard. The gashers that have been brought in on Spindle Top unquestionably will do much to decrease the oil pressure, but that the field has all at once jumped from a gusher proposition to a pumper seems incredible, and as I have not been informed of such a condition by anyone actually operating in the field, I shall be slow to believe the report. If the oil is found in domes, as shown in my report in the Manufacturers' Record, the lowering of the fluid level would naturally be followed by the manifestation of large quantities of gas in the more shallow wells, succeeded by the disappearance of the gusher phenomena. But this would in no way destroy the value of the field. In fact, such an eventuality, which is by no means proved, would do more to assist Texas in establishing its value as an oil field

than the continuance of enormous flow from gushers which are so little understood. And again, the caving in of a section of the roof or cap would lead to temporarily alarming results, as the petroleum would escape through the upper loose strata.

The Texas-Louisiana field, Beaumont or no Beaumont, has come to remain as a factor of superlative power and importance in the world's established and future petroleum industry. My examination of this field has convinced me that the output of petroleum will be equal to nearly the total annual production of the rest of the United States for a long time to come.

Alarmist rumors, either true or fake, will never destroy faith in the possibilities of the great Southwest as the sovereign petroleum supply center of America, and probably the world.

#### In the Beaumont Oil Fields.

[Special Cor. Manufacturers' Record.]  
Beaumont, Texas, May 14.

The oil shipments for May will hardly run up to as great a figure as did those for April, as there will be but one big water shipment out of Port Arthur or Sabine Pass, and it is even possible that one may not get in. The total shipments for last month ran something over 5000 cars, while this month will do well if 4000 is the number reached.

Mr. Chas. A. Towne was here this week from his New York office, and spent the most of his time at Port Neches, the new town that is being built in the southeastern edge of the county, about fifteen miles from here. This is where the big asphaltum plant will be, and Mr. Towne states that it will be in operation by July 1, if there is no mishap.

#### TRADING IN COAL LANDS.

Activity Among Industries in the Birmingham District.

[Special Cor. Manufacturers' Record.]  
Birmingham, Ala., May 13.

Practically there is no change in market conditions of iron. Prices are yet irregular; demand for spot and nearby delivery still exceeds supply, while the quotations on the basis of \$12 for No. 2 foundry have lost their influence. The demand for prompt iron continues fair, and there has been some scalping of the market, but to only a limited extent. Some No. 2 foundry was sold at \$16.75 and \$16.50 for prompt shipment, while No. 3 foundry iron crawled up to \$16.50. Gray forge was quoted all the way from \$15 to \$15.50. None of the sellers can offer yet any other than small lots, and at the prices quoted iron ready for delivery is absorbed. There has appeared a ray of light to brighten somewhat the situation in the announcement by a leading interest that they are now in a comfortable position as regards old business, and will in a few days again enter the market as sellers of current make. By the time this appears in print another important interest will probably have their new furnace making iron. The output of the two will fill up some small holes, but in quantity they will not begin to satisfy the demand. Efforts to obtain the prices that were to prevail were unsuccessful. It appears, though, that the policy will be to follow the market, without attempting in any way to dictate prices. The comparatively small amount to be added to market would prohibit the latter. And it isn't probable that one who has the iron to deliver would be content with \$12 while his neighbor was obtaining \$15. For some No. 2 foundry as high as \$17.10 was obtained, Birmingham basis, and assurance given of ability to market Birmingham prompt shipment

iron on that basis. One lot of No. 1 soft is reported at \$20. The price is given not as quotation, but to illustrate the keen necessity of an individual case. For last half of the year delivery and for the last quarter of the year sales were made on the basis of \$16 for No. 2 foundry. It is given out, to emphasize the existing scarcity of iron, that one lot shipped some time ago to a buyer at Rotterdam, Holland, has been repurchased by an American buyer, and is now in transit to this country.

The announcement that the Gadsden furnace was being dismantled preparatory to rehabilitation and enlargement was premature. It is yet in blast, but preparations for the change are under way.

The preparations for the building of furnaces, open-hearth steel plant and billet mill by the Alabama Wire & Steel Co. are being pushed, but official information as to progress and intentions cannot be obtained. The projectors refuse to confirm or deny the many current rumors concerning their plans. But the guess is hazarded that their location will be at or near Bessemer.

There has been some trading in coal lands of late. A valuable coal property near Warrior has changed hands, the consideration being \$35,000. The purchaser will develop and work the mines.

Some parties largely interested in the Stout Mountain mines have purchased largely of valuable coal lands in contiguous territory. In Walker county large bodies of coal lands, said to aggregate 100,000 acres, were examined the past week by parties representing local and New York capital with the view to purchasing. Your correspondent has information that the deal is practically closed, but hesitates to announce it as a fact until the papers are signed.

In timber and lumber interests there were some large transactions, involving hundreds of thousands of acres and hundreds of thousands of dollars.

The American Sewer Pipe Co. was incorporated the past week by W. J. Long, T. Y. Huffman and H. C. Mead, all of Bessemer. It is capitalized at \$100,000. The company will make iron pipe, hydrants, valves, car wheels, switches, etc.

The Birmingham Cotton Storage & Warehouse Co. has been incorporated. It is capitalized at \$10,000.

In coke some sales were made last week at \$3.50 at the ovens. The supply is still inadequate to meet the demand, and desirable coke from other fields still costs \$4.50, \$4.75 and \$5 per ton c. a. f. The output here is being gradually added to as new ovens come into commission, but the growth in capacity is slow, and all coal is not coking coal.

The discontent of labor is illustrated in the carpenters' strike and the persistency with which the guild adheres to the demands for an eight-hour day and increased wages. The plasterers have ordered a sympathetic strike to force the contractors to terms. Each side so far is firm in its stand. It unsettles matters and encourages the ghost of uncertainty to rise up and hinder progress.

Local industries are yet full of work. Hardie-Tynes Machine & Foundry Co. shipped two Corliss 1000-horse-power engines to Beaumont, Texas, and other miscellaneous work for the oil fields is under way by other firms. Ten cars of material for construction of the Tuscaloosa furnace will be shipped this week. These but index the move that is on in industrial circles. J. M. K.

The Southern Vehicle Association, organized last week at Charleston, S. C., with James G. Anderson, Rock Hill, S.

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C., president; R. S. Barber of South Boston, Va.; W. H. Howe of Columbus, Ga., and George Hackney of Wilson, N. C., vice-presidents, and C. P. Henderson of Valdosta, Ga., secretary and treasurer.

### The Pig-Iron Market.

Matthew Addy & Co. of Cincinnati in their weekly letter say:

"Every furnace in the country is hard at work shipping iron on old orders. In all districts iron is loaded into cars hot from the cashhouse, and this state of affairs will last for many months to come. The only iron at the present time available for spot sale are the little odd lots which are made from time to time, and which do not happen to fit existing orders. The tonnage of this kind of metal is necessarily inconsiderable.

"The main interest in the situation centers in the last half of the year. We believe that the great majority of consumers are well covered for all of 1902. There are, of course, some consumers who later on will be needing iron, and they are anxious as to where they are to secure their supply. These consumers have been hammering away at the market for some time, but the furnaces that have iron to sell for later deliveries have not at the present writing been willing to quote. The furnaces are, as a rule, behind on contract deliveries. This has made a difficult situation more trying. The furnaces during the winter had so many backsets and so many unexpected troubles that they could not keep up with contract obligations. This has made them fearful of making further sales, as they naturally wish to get their order-books in better shape. But it seems to be a fact that for the last months of the year considerable iron remains to be sold.

"As for 1903, it is too early to say anything, although there has been considerable inquiry for delivery then. But the furnaces generally prefer to wait a while before they take any such leaps in the dark as sales for that shipment would mean.

"Shipments at the present time are excellent. The record of May has been a decided improvement on that of April, and as the month progresses the furnaces will continue to get in better shape."

### Largest Furnace in Alabama.

When the Gadsden furnace of the Alabama Consolidated Coal & Iron Co. of Birmingham next goes out of blast for relining it will be almost completely rebuilt, and the new stack will be nineteen feet bosh by eighty-five feet in height. Although it may be some months before the furnace will need relining, contracts for the material for the new stack, an additional blowing engine, new boilers, etc., have already been let, so that all of this may be assembled and time be saved in construction work when the furnace blows out. The largest furnace in Alabama now is the new one just completed by the Republic Company, which is eighteen and one-half feet bosh and eighty-five feet high, having an estimated capacity of 250 tons a day; but the new Gadsden will be slightly larger, its bosh being nineteen feet. This will make it the largest furnace in Alabama and the largest in the South, except the new furnace under construction at La Follette, Tenn.

### A \$100,000 Sewer-Pipe Plant.

A location has been chosen for the proposed plant of the Southern Sewer Pipe Co., recently announced as organized at Birmingham, Ala. A 355x1000-foot tract of land in North Birmingham has been secured, and plans for the works have been approved. There will be

twenty kilns, factory and engine-house 60x300 feet, three stories high, and pan-house one-story high, 40x120 feet. The product will be sewer pipe, fireproofing, blue linings and kindred clay goods. About \$100,000 will be invested. Company has established offices in the Chalifoux Building, Room 325, with L. S. Russell, president and manager, in charge.

### COAL AND IRON OF ALABAMA.

#### Annual Report of Tennessee Coal, Iron & Railroad Co.

The most gratifying feature of the iron-making interests of Alabama is the work which is being done to bring all of the iron and coal plants of that district up to modern methods. The new capital which during the last year or two has gone into the Tennessee Coal & Iron Co., the Sloss Iron & Steel Co., the Alabama Consolidated Coal & Iron Co., the Republic and others has been on the whole wisely expended. Furnaces have been reconstructed on modern lines, mining and coking practices have been improved, and Alabama coal and iron industries are today on a far sounder basis than ever before. The annual report of Mr. D. H. Bacon of the Tennessee Company shows how that splendid but hitherto badly-managed property is being put into shape. Mr. Bacon's report is brief—in fact, most people think too brief—but Mr. Bacon's plans are as comprehensive as his report is brief. In his report made under date of May 6 he says:

"At the close of the year 1900 the floating indebtedness of this company amounted to \$4,120,000, of which \$920,000 was for account of current business, the balance of \$3,200,000 representing borrowed money and overdue accounts. Your board of directors decided to issue a general mortgage for \$15,000,000—\$10,653,500 to be used for retiring bonds then outstanding as they fell due, \$3,000,000 to be sold and the floating liabilities reduced, \$1,346,500 to be sold and the proceeds expended for additions and betterments.

"Up to this date, April 17, 1902, it has been necessary to market only \$3,000,000 of bonds, the money received for them reducing floating obligations, the balance required (except \$100,000 still due) having been taken from earnings. All bills are now met promptly or anticipated, and discounts secured. During 1901 for construction and improvements the sum of \$759,000 was expended, and the company has or will soon have under way at its mines, furnaces and mills additions and improvements costing the aggregate sum of \$1,020,000. Further important additions have practically been decided upon.

"Under the system of accounting that was followed prior to 1901 we believe that to real estate or plants were charged many items that should have been charged to cost, thus increasing the book value of your property and the profits shown, and reducing the apparent cost of output. The method now followed is believed to be conservative. Had the market price of pig-iron during 1900 continued through 1901 the net earnings of the company would have been \$1,704,228.24 greater than now shown. An examination showed that many of the plants for manufacturing and the equipment at others were overvalued, and that accounts receivable included large sums that were in no sense receivable. In the readjustment, plants, investments, accounts and bills receivable were reduced by the sum of \$6,424,000.

"This company holds in fee large quantities of iron ore and coking coal, estimated as sufficient to supply our present furnaces sixty years, and so located as to insure cheap delivery.

"The iron mines are being put in order to make a large output at a reduced cost, and the coal mines are receiving some attention.

"In the construction of your steel mill several new and untried devices were introduced. Their removal and the substitution of others has been costly, both in time and money. The output, which is now about 14,000 tons per month, will be increased.

"Your directors recommend that the net earnings be used to improve or replace your different plants, making them conform more closely to the best ones of like character.

"The following is the general financial statement:

Gross earnings from operations for the year were as follows:

Profits from mining and manufac-	\$1,640,104 94
turing	
Rents	76,661 69
Miscellaneous	7,371 27

Total	\$1,724,137 90
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Deduct interest on bonds and	
floating debt, interest and divi-	
dends on guaranteed securities	
and other charges, amounting to	\$62,189 39

Net earnings from operation	\$861,948 51
Add other income	1,500 00

	\$863,448 51
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There were set aside out of earnings the following sums:

For royalty on ore and	
coal removed from fee	
lands	\$359,234 04

For additions to reserve	
and insurance funds	151,094 18

Making a total thus set aside of	510,328 22
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	\$353,120 29
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There was written off from the valuation of inventory accounts for depreciation

	\$9,447 00
--	------------

	\$263,673 29
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Dividends on the preferred stock of the company, amounting to 8 per cent., were paid

	19,864 00
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Leaving a balance of	\$243,809 29
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Which sum was used to reduce the valuation of plant account.

The condensed balance sheet is as follows:

RESOURCES.	
Land	\$26,245,875 56
Plant account	8,012,800 12
Investments	392,470 72
Treasury securities	8,000 00
Cash, bills and accounts receivable	2,181,993 01
Inventory accounts	1,385,603 66
Total resources	\$38,226,743 07

LIABILITIES.	
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Capital stock:	
Common, T. C. I. &	
R. R. Co.	\$22,552,800 00
Preferred, T. C. I.	
& R. R. Co.	248,200 00
Guaranteed, A. S. &	
S. B. Co., pre-	
ferred	440,000 00
Bonds (less sinking	
funds)	13,285,035 94
Current liabilities	1,409,158 64
Reserve and provision-	
al funds	231,448 49
Total liabilities	\$38,226,743 07

During the year 1901:

Quick convertible assets have	
increased	\$374,668 98

Current liabilities have de-	
creased	2,653,003 49

Inventory accounts have been	
reduced	\$86,912 49

There was expended during the year for new construction:

At Ensley Steel Works	\$636,404 92
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At Pratt Mines	46,370 16
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At Bessemer Rolling Mill	12,670 79
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At other plants	64,207 84
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Total	\$759,653 71
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The production and shipments for 1901 were:

	Tons
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Coal:	
Total product	4,085,086
Shipments to market	1,672,814
Converted into coke	1,969,005
Consumed in operations	441,875

Coke:	
Total product	1,179,855
Shipments to market	22,890
Shipments to departments	1,155,964

Iron ore:	
Red ore	1,113,362
Brown ore	302,361

Total product	1,415,723
Shipments to departments	1,415,723

Limestone:	
Total product	220,569
Shipments to market	829
Shipments to departments	218,805

Pig-iron and ferro-manganese:	
Total product	628,268
Shipments to market	572,435
Shipments to departments	102,580

Open-hearth steel ingots:	
Total product	109,805
Shipments to departments	108,260

Open-hearth steel billets, blooms and	
slabs:	
Total product	94,566
Shipments to market	81,205
Shipments to departments	13,905

Iron and steel bars, plates and sheets:	
Total product	23,026
Shipments to market	20,475
Shipments to departments	3,024

SUMMARY OF MARKET SALES.		Tons.
Pig-iron and ferro-manganese		572,435
Coal		1,672,814
Steel billets, blooms and slabs		81,205
Iron and steel bars, plates and sheets		20,475
Coke		22,890
Limestone		829
Total		2,370,648

### Iron Ore in Florida.

Mr. J. E. Ingraham, third vice-president of the Florida East Coast Railway, replying to an inquiry from the Manufacturers' Record regarding the reported discovery of iron ore on his line, says:

"We have had this analyzed by the Reading Iron Co. of Reading, Pa., and I take pleasure in giving you a copy of the analysis:

	Florida	Magnetic ore
	lump ore.	after being
		roasted.
Metallic iron	55.720	58.990
Phosphorus	.042	.038
Sulphur	.292	.056
Silica (ins. Matter)	11.190	11.290
Manganese	very slight	very slight

"Mr. F. C. Smink, president of the above-named company, writes me that no doubt we can find a ready sale for this ore, provided it could be mined cheap enough. As to that matter, we find it is located quite near the railroad, and the expense would be nominal for mining and loading it on cars. If you have any suggestions to make as to finding a market for this product, I shall be pleased to hear from you. We are considering one way of using it, which may prove satisfactory to our own company—that is, for ballast on the roadbed. We are experimenting with this ore in coloring the streets at Miami, Fla., which you know are pure white, being made of the natural rock at that place. The supply of this iron is apparently without limit."

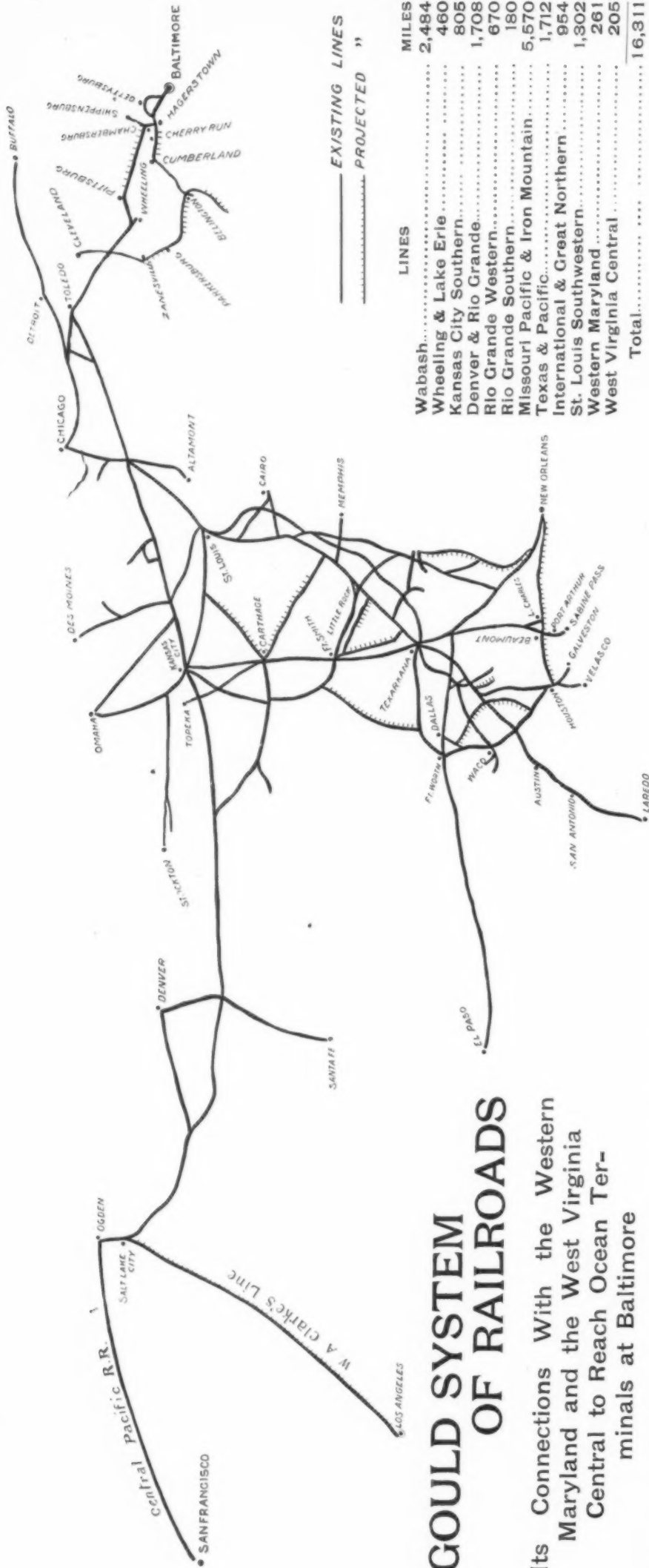
In a second letter Mr. Ingraham says:

"The samples which were sent for analysis were not picked samples. We had sixty tons of this magnetic ore mined and crushed with a view of using the coloring matter or ochre on the streets at Miami, which you know are white limestone, and the ore picked out was just as it came. I am advised by a mining expert that there are some 20,000,000 tons lying within a mile of our railroad and within 100 miles of Mayport, our Atlantic seaport. This ore is in a flat country. We have not as yet any definite information, nor have we made any examination into the matter in detail to see how cheap this ore can be mined. It lies within twenty feet of the surface, having almost no overburden over it. We think that it could be laid down at Mayport at a low figure. I should be very glad to have an idea as to its value per ton at Baltimore."

The steamship Tremont has been launched at Sparrow's Point, Md., where she was built by the Maryland Steel Co. for the Boston Steamship Co. The steamship Shawmut, a sister vessel to the Tremont, was recently completed at Sparrow's Point. These vessels are 505 feet long over all, with 58 feet beam, and are 40 feet deep. They are equipped with triple-expansion engines and twin screws.

The Galveston (Texas) county commissioners have contracted with George W. Boschke to be the engineer in charge of the sea-wall construction. Mr. Boschke will get to work at once, following the general plan of the sea-wall devised by the board of engineers, and no time will be lost in getting everything ready to invite the bids for construction.

The sales in the Joplin (Mo.) district during the week ended May 10 were 13,701,770 pounds of zinc ore and 1,227,280 pounds of lead ore, valued in all at \$224,194.



# GOULD SYSTEM OF RAILROADS

## Its Connections With the Western Maryland and the West Virginia Central to Reach Ocean Terminals at Baltimore

Engineers have begun the survey for the extension to tidewater of the Western Maryland Railroad, the control of which has been sold by the city of Baltimore to the E. L. Fuller syndicate in the interest of the Wabash Railroad Co. The extension proposed is to run through the western annex of the city of Baltimore to a terminal on deep water in the harbor. A line has also been run by the engineers in the western part of Maryland to lower the grade through the Blue Ridge mountains. This would make a line across the mountains nearly 500 feet lower than the present road, and would include a tunnel about one mile and a half long.

Active work has also begun upon the extension of the Little Kanawha Railroad, which extends eastward from Parkersburg, to connect it with the West Virginia Central & Pittsburg Railway, control of which has also been acquired by the Gould interests. According to the plans the Little Kanawha and West Virginia Central will be linked up with the Wheeling & Lake Erie and Wabash systems by a line to be constructed from Zanesville to Parkersburg, while the West Virginia Central and the Western Maryland will be brought into direct communication by a line from Cumberland, Md., to Cherry Run.

The accompanying map shows the vast extent of the Gould systems of railroads, but in order to permit the main lines to be equally shown there is omitted a large number of branches and cross lines which exist and are in operation in Texas, Arkansas, Missouri, Kansas and Indian Territory, as well as in Colorado. It will be seen that the Gould lines extend from Baltimore, Md., and Buffalo, N. Y., on the east to Ogden, Utah, on the west. Thus the eastern terminal is obtained on the Atlantic coast, while the Pacific ocean on the west is at present reached by connection over the Central Pacific line of the Southern Pa-

cific Railway from Ogden to San Francisco, in which latter company Mr. George J. Gould is a director. The Gould system will also have another connection to the Pacific coast through the line which is being built by Senator William A. Clarke from Los Angeles to Salt Lake City.

The Gulf of Mexico is reached directly at Velasco, Galveston, Port Arthur, Sabine Pass, and indirectly at New Orleans. Connection with the Mexican Central is made at El Paso, and with the Mexican National at Laredo. The Beaumont oil fields are also tapped, but, in addition to present connections, a new line is to be constructed from Houston to Beaumont, and eventually, it is stated, it will be extended to New Orleans. At Chicago, Detroit, Toledo, Cleveland and Buffalo the system touches the Great Lakes, and it penetrates the Northwest as far as Des Moines, Iowa, and Omaha, Neb.

A very important line which is projected is that between Pittsburg and Chambersburg, Pa., which would make a direct short cut between the Pittsburg iron district and Baltimore. The different railroads here shown make up a total of 16,311 miles. It is estimated that the new construction planned in Ohio and West Virginia will be about 200 miles long. Adding other extensions projected and existing branches will make up a system of more than 17,000 miles.

At present the Wabash is actively working to complete its entrance to Pittsburg, which is accomplished by a branch from the Wheeling & Lake Erie. This entrance includes the construction of a great cantilever bridge, the piers for which are now being constructed. The Goulds are also pushing a survey up the Monongahela river, which it is supposed will be the beginning of its projected line through to Baltimore. This extension will reach many great man-

ufacturing plants around Pittsburg, as well as in the vicinity of Homestead. Ground has been broken for the connection of the Little Kanawha and the West Virginia Central railroads by a force of men under Col. W. E. Porter, chief engineer, at Leiter, W. Va., and it is stated that soon 500 men will be at work on the line. This will reach large coal supplies on Roaring creek and Middle fork. Another projected extension of the West Virginia Central is through Pendleton county, West Virginia.

The syndicate which has purchased the Western Maryland Railroad from the city of Baltimore for \$8,751,370.45 is composed as follows: George J. Gould, president Missouri Pacific; Edwin Gould, president St. Louis Southwestern; Howard Gould, director Gould system of railroads; Myron T. Herrick, chairman Wheeling & Lake Erie board; Alvin W. Kreeb, vice-president of Wheeling & Lake Erie and Mercantile Trust Co.; Edward L. Fuller, president International Salt Co.; Winslow S. Pierce, general counsel Union Pacific, general attorney for Gould system; Joseph Ramsey, Jr., president Wabash Railroad and Wheeling & Lake Erie Railroad; Louis Fitzgerald, president Mercantile Trust Co.; James H. Hyde, president Equitable Life Assurance Society; John T. Terry, director Wabash and other Gould companies; Bowling Green Trust Co.; John W. Gates, president American Steel & Wire Co.; Harris Gates & Co., bankers; Cornelius Vanderbilt; Welles, Herrick & Hicks, bankers; A. H. Calef, secretary Missouri Pacific; Greenville M. Dodge, builder of the Union Pacific; James Parmelee, a leading banker of Cleveland; Walter Scranton, president Lackawanna Iron & Steel Co.; William H. Taylor, vice-president Bowling Green Trust Co.; Senator S. B. Elkins of West Virginia, R. O. Kerens of St. Louis.



## RAILROADS.

[A complete record of all new railroad building in the South will be found in the Construction Department.]

### KANSAS CITY TO MEXICO.

**Active Work in Progress on Stillwell's Line—Equipment Ordered.**

The Enterprise of Chihuahua, Mexico, says that another contract for constructing thirty-five miles of line on the Kansas City, Mexico & Orient Railway has been let, which will take the grading and construction to a point about seventy miles east of Chihuahua. A number of carloads of rails have arrived, and eleven miles of track have been laid. The work is progressing, and all steel will soon be down as far as Aldama. All the bridge work has arrived from the United States. Arrangements are being made to run the first excursion from Chihuahua to Aldama on the 4th of July. Advices from Minaca and in the State of Sonora state that tracklaying is to begin immediately between Port Stillwell and El Fuerte.

"The building of the Kansas City, Mexico & Orient Railway," says the Enterprise, "means the development of great mining districts in all the sections through which it passes, and will increase the output to the value of millions of dollars within a few years after its completion." It is further stated that plans are made for the investment of other large sums of money as soon as the road is constructed through the State of Chihuahua.

The Kansas City Star reports that contracts have been let for \$2,000,000 of equipment for this road, and says:

"The first spike of the construction from Anthony to Sweetwater, Texas, was driven Friday near Anthony. The construction will proceed southward as rapidly as possible. The road is graded, bridges built and ties down for a hundred miles south from Anthony."

### New Line in North Carolina.

The Manufacturers' Record has obtained from an authoritative source information concerning the projected Rutherfordton, Hickorynut Gap & Asheville Railroad as follows:

This company was recently chartered in North Carolina to build a railroad from Rutherfordton to the Tennessee State line via Asheville. A contract has been awarded for the construction of that part of the road between Rutherfordton and Asheville, a distance of about forty miles.

A portion of the route is to be located this month, and construction is to begin soon. Rights of way have been secured for the entire line.

"This is a very important road," writes the informant of the Manufacturers' Record, "Rutherfordton being the terminus of the Seaboard Air Line Railway. The proposed line runs through a very romantic country which has a great deal of water-power and fine timber, and it is not a very expensive road to build. If connection with some railroad was made in the west, say in Tennessee, and to the north in the direction of Virginia, it would open up a large area of country and make a paying line."

Rutherfordton and Asheville are both on the line of a proposed railroad which it was recently said would be built by Northern capitalists from Southport, N. C., to Knoxville, Tenn. The backers of the Rutherfordton, Hickorynut Gap & Asheville line have not yet been disclosed, but the fact that it will penetrate territory towards which the Seaboard Air Line has been reported to be working in quest of an independent coal supply has caused expectations that it is interested in the new railroad.

### JELICO CONTRACT AWARDED.

**Louisville & Nashville and the Southern After Mingo Coal.**

The Callahan Construction Co. of Knoxville, Tenn., has secured the contract for building about thirty-eight miles of the projected Knoxville, LaFollette & Jellico Railroad, which will connect the Louisville & Nashville with the Atlanta, Knoxville & Northern, making a through line from Cincinnati and Louisville to Atlanta. The Callahan contract is for that part of the road from Jellico southward towards Knoxville. About thirty miles of this section will be through heavy mountain country, and will include rock cuttings, besides three short tunnels and a number of stone bridges. Part of the work is to be sublet, and the company is seeking responsible contractors who will undertake it.

Advices from Jellico say that the Louisville & Nashville Railroad, of which the Knoxville, LaFollette & Jellico line will be an extension, and the Southern Railway are both making surveys to reach the extensive coal fields on Mingo and Log mountains, which lie on the Kentucky-Tennessee line east of Jellico. The Louisville & Nashville survey is north-easterly from a point on its projected line from Jellico to Knoxville up the Clear Fork River valley, while the Southern's is southwest and west and then northeast along Tichert's creek and the Clear Fork river, the line coming in from Middlesboro, Ky. Large forces of railroad workmen are on the ground. It is reported that the Louisville & Nashville has purchased 25,000 acres of coal lands in the region.

### Eldorado & Bastrop.

Mr. Russell Harding, third vice-president and general manager of the Missouri Pacific Railway Co., writes to the Manufacturers' Record regarding the Eldorado & Bastrop Railway as follows: "The route begins at the State line between Louisiana and Arkansas at the end of the constructed extension of the New Orleans & Northwestern Railway, and runs in a northwesterly direction about forty-six miles to Eldorado, Ark., passing through the towns of Lapile, Concord and Hillsboro. The survey has been temporarily suspended on account of high water. Grading has begun on the east end, and is almost finished to the crossing of the Ouachita river. Track has been laid for a distance of three-quarters of a mile. The maximum grades are 5 per cent., and the maximum curvature 3 degrees. The character of the work is generally light, and the only important bridge is a 300-foot draw over the Ouachita river, with trestle approaches. Second-hand 63-pound rails will be used on the line. The contract for grading has been let to T. M. Dodson & Son of Bastrop, La. The contracts for tracklaying and bridges have not been let. The principal officers are C. G. Warner, president; Russell Harding, vice-president; E. G. Merriam, secretary; D. S. H. Smith, treasurer; H. Rohwer, chief engineer. When finished this extension will complete the New Orleans & Northwestern from Vidalia, La., opposite Natchez, Miss., to Eldorado, Ark., on the St. Louis, Iron Mountain & Southern, which is another Gould road.

### Louisville & Mt. Washington.

Mr. Lemuel H. McHenry of Louisville, Ky., concerning a line which was recently incorporated, writes to the Manufacturers' Record as follows:

"The Louisville & Mt. Washington Railway Co. is a Kentucky corporation, organized for the purpose of constructing an electric railway from Doupt's Point,

the intersection of the Bardstown turnpike with the Beargrass line of the Louisville City Railway, on and over said turnpike to Mt. Washington in Bullitt county, a distance of sixteen miles. The road is to be constructed with 70-pound steel and the latest improved equipment.

"The line of this road runs through the most populous suburban district in Kentucky. The country on either side of the same is taken up with small truck farms, and for a distance of ten miles it is practically a suburban village. At a distance of two or three miles apart there are small towns. An extension to Mt. Washington of five miles after we leave the turnpike will command and control a rich agricultural territory of an area of fourteen to twenty miles in each direction which has no transportation facilities.

"We have no competitor or parallel line. The Bardstown pike is the highway into this populous and rich agricultural district, and we intend to carry freight as well as passengers. The property will undoubtedly prove a very remunerative one."

### ATLANTA TO SAVANNAH.

**Proposed New Short Line Across the State of Georgia.**

Dispatches from Atlanta state that a charter will soon be filed for the Atlanta & Savannah Air Line Railway Co. to build a short line between Atlanta and Savannah, the length of the road to be 235 miles. Among the incorporators are William H. Venable, J. L. Dickey, W. L. Peel, John W. Grant, J. E. Boston and Lee M. Jordan of Atlanta, J. M. Brown of Marietta, Harvie Jordan of Monticello, H. M. Smith and H. D. Hill of Rome.

The line is to run through Fulton, Henry, De Kalb, Rockdale, Newton, Jasper, Putnam, Baldwin, Hancock, Washington, Jefferson, Johnson, Bulloch, Effingham and Chatham counties. The capital stock is to be \$100,000, with the privilege of increasing it to \$5,000,000. One of the incorporators is quoted as saying:

"We are satisfied there is a splendid opening for a railroad through the section of the State outlined, and a road which will prove a profitable investment. We will be able to secure all the capital needed, and expect to organize and get ready for business as soon as we secure our charter."

### Rock Island's St. Louis Line.

The recent purchase of the St. Louis, Kansas City & Colorado Railroad by the Chicago, Rock Island & Pacific has been followed by the announcement that construction work will be pushed westwardly on the new purchase with an effort to have it opened and in operation between St. Louis and Kansas City by next year. It is stated that the line has been finished from St. Louis as far west as Versailles, in Morgan county, which is more than half-way. Passenger trains are in operation as far as Belle, 105 miles from St. Louis, the total distance to Kansas City being about 280 miles. The most difficult part of the construction has been nearly completed, and the last hundred miles of the line will be through open country. It is said that it will be possible for construction on the new road to reach Kansas City by the end of the present year.

Advices from Chicago state that agents of the Rock Island are negotiating to secure control of the Chicago, Peoria & St. Louis Railway to make it a part of a through route between Chicago and St. Louis. It is 160 miles on the Rock Island from Chicago to Peoria, and 200 miles from Peoria to St. Louis by the Chicago,

St. Louis & Peoria Railway. By means of a cut-off fifty miles could be taken from this distance, giving a good line between the two cities.

### COAL PIERS AT SOUTHPORT.

**Cape Fear Terminal Railway To Be Built Immediately.**

Mr. William S. Hilles of Wilmington, Del., secretary of the Southport Construction Co., telegraphs the Manufacturers' Record that the company has the contract for building the Cape Fear Terminal Railway between Wilmington, N. C., and Southport, N. C. Mr. Alvin R. Morrison, also of Wilmington, Del., is president of the construction company.

The railroad is to be about thirty miles long, and is for the purpose of reaching advantageous harbor facilities at Southport. It is stated that large piers for coal and other freight will be erected at Southport, and that construction is to begin in two weeks. The contract price is \$1,450,000, and the Lincoln Savings & Trust Co. of Philadelphia is the trustee under the mortgage. All the funds are in hand, it is understood, for building the line.

Southport has long been regarded as a splendid location for coal-export business. The Seaboard Air Line and the Atlantic Coast Line reach to Wilmington.

### Maryland Capital in Ohio.

The New York Securities Co. of New York city writes to the Manufacturers' Record concerning the Ohio Traction Construction Co. of Baltimore county as follows:

"This company is being financed by New York and Maryland capital for the purpose of building and taking over a system of interurban trolley roads in Ohio, and practically to construct at once some sixty-two miles of road running from Findlay, Ohio, to Marion, Ohio, and intersected at Carey, Ohio, by a branch from Fostoria, Ohio. The Ohio Traction Construction Co. will make its New York headquarters at the office of this company, 66 Broadway."

### Vicksburg & Birmingham.

Rights of way are being secured by S. R. Ballard, chief engineer, for the projected Vicksburg & Birmingham Railroad. According to the survey, the line will connect Vicksburg, Canton, Carthage and Shuqualak, in Mississippi, and Tuscaloosa, Bessemer and Birmingham in Alabama, its total length being 266 miles. It is estimated that the road can be built in two years at a cost of about \$14,000 per mile. It is planned to reach rich coal fields in Tuscaloosa, Bibb and Jefferson counties, including the Tuscaloosa, Hargrove, Belle Ellen, Blocton and Blue Creek mines. In Mississippi it will extend through rich agricultural territory.

### Choctaw's New Line.

The incorporation of the Choctaw, Oklahoma & Gulf Railway Co. at Guthrie, Okla., with \$1,000,000 capital is for the purpose of building the proposed new road which is to connect Guthrie with the main line of the Choctaw, Oklahoma & Gulf Railroad. It will extend from Guthrie through Logan and Lincoln counties and the Creek and Choctaw Nations for 170 miles, connecting with the main line in the Choctaw Nation. There will be a branch in Lincoln county thirty miles long to Shawnee.

### A New Connection.

Mr. John S. Gibson writes to the Manufacturers' Record from Walnut Ridge, Ark., as follows: "Another connection with Hoxie, Ark., and Cape Girardeau, Mo., over the St. Louis, Memphis &

Southeastern Railway will be made about the 15th inst. This road recently absorbed the South Missouri & Arkansas and the Hoxie, Pocahontas & Northern railways."

#### Railroad Notes.

Rights of way are being secured for the extension of the Missouri, Kansas & Texas Railway from Coffeyville, Kan., to Guthrie, Okla.

A dispatch from Ashburn, Ga., says that a survey is now being made for the extension of the Hawkinsville & Florida Central Railroad from Worth to Ashburn.

Twenty-five miles of grading have been completed on the Oklahoma City & Western Railroad, and trains are expected to be running between Oklahoma City and Lawton by June 1.

The railroads in the South during the month of April earned \$11,952,734, an increase of \$1,448,208 as compared with the corresponding month of last year. The Southwestern lines earned \$8,192,184, an increase of \$543,023.

The Laurel & Brookville Railroad Co., which is to build a railway nineteen miles long in Prince George and Montgomery counties, Maryland, is preparing to construct the line. Frederick Dallam and others of Laurel are interested.

Dispatches from Fort Worth, Texas, say that S. B. Hovey, first vice-president of the Chicago, Rock Island & Pacific lines in Texas, confirms the announcement that the Rock Island will build from Fort Worth to the Gulf of Mexico.

Mr. L. M. Fouts, president and general manager of the Weatherford, Mineral Wells & Northwestern Railroad, writes to the Manufacturers' Record in reply denying a report that the line is to be extended to connect with the Fort Worth & Denver City Railroad in the Panhandle of Texas.

The Berkley Street Railway of Berkeley, Va., has been sold by ex-Governor Frank Brown of Maryland to the Railways & Light Company of America, of which Mr. J. William Middendorf is president. Mr. Alva H. Martin of Berkeley has been elected president of the railway to succeed ex-Governor Brown.

The Austin Rapid Transit Railway of Austin, Texas, has been bought in by the bondholders for \$100,000, the total bond issue being \$344,000. Col. F. H. Watriss of New York, formerly president of the company, represented the purchasers. Advice from Austin say that the road is to be greatly improved, and possibly extended.

The Atchison, Topeka & Santa Fe Railway is reported to have purchased the right of way of the Denison & Northern Railway, and will complete the line, which is graded from Denison, Texas, nearly to Daugherty, I. T. A branch from Mill Creek, I. T., to Coalgate is projected, which would connect the road with coal fields.

Dispatches from New Decatur, Ala., report that the city council has failed to pass the ordinance to grant a franchise to J. T. Crass of Chattanooga for an electric street railway and a light and power plant, and that Mr. Crass has returned to Chattanooga, abandoning his efforts to secure the privilege. The neighboring town of Decatur had already granted him a franchise.

Jose M. Esteve of Barcelona, Spain, writes to the Manufacturers' Record that he would be glad to get in touch with American manufacturers of small ice-making machines for home use in country places, of nickel-plated goods, of toys, of office desks and novelties.

## TEXTILES.

[A complete record of new textile enterprises in the South will be found in the Construction Department.]

### THAT YARN MILL MERGER.

Growing Belief That It Will Not Be Made.

[Special Cor. Manufacturers' Record.]  
Charlotte, N. C., May 13.

Very little has been heard of the proposed merger of the Southern cotton mills since the meeting recently held here. The subject was not brought up in any way, shape or form at the meeting of the Southern Cotton Spinners' Association in Charleston. There is a growing sentiment, which is shared in by three cotton-mill men whom your correspondent interviewed today, that the proposed trust is destined to fall through on account of the many obstacles in the way of the formation of the merger on the basis which has been proposed. The difficulty of agreeing upon the values of the separate mills is one problem. Another, and one which is being considerably exploited by the opponents of the scheme, is that by going into the combination each individual mill will lose its identity entirely, and its operation will be conducted on a plan quite independent of individual ownership and control. One of the mill men interviewed today was in the recent meeting here, and is interested in the movement. He says that he does not see any prospect of the merger being made in the immediate future, and that he believes it will never be made.

Another mill man said: "There never was much in it, and there is nothing in it now. The proposed merger is not going to be consummated." Asked for his reason, he replied, "too much water."

The parties directly interested in the formation of the trust are seemingly confident of ultimate success, but for the present the matter is resting quietly, and no immediate move is in prospect.

The so-called Fries Trust is a different thing. Mr. Fries proposes to buy up a limited number of cotton mills, and it is believed here that his scheme is not only practicable, but that its success is even now assured. Under his management some cotton mills that have not been paying any too well will be made to pay. It is believed that his deal will go through, and its success may operate to the detriment of the merger scheme.

#### Outlook for Cotton.

Mr. A. S. Johnston of Meridian, Miss., who has quite a reputation as an authority in cotton matters, has issued a circular under date of May 10 giving the status of the coming crop. He says:

"Planting is about completed; probably one-third is up, with good stands, and being well worked. The weather for the past week has been perfect on that which is out of the ground, but moisture is needed and must be had before the balance of the crop will come up. The crop is earlier than last season by ten days, but still later than usual by two weeks. Lands were poorly prepared, planting done hurriedly, and unless rain falls soon the crop, taken as a whole, will be considered as having a poor start. All of these obstacles can, however, be easily overcome by favorable conditions hereafter, and there is yet plenty of time to make a crop sufficiently large to meet the rapidly-growing requirements. There will be no increase of acreage in this State, nor will there be any east of the Mississippi river. Texas may possibly increase 5 per cent. Foodstuffs are higher than for years; but few mules have been purchased, and those on hand are in poor condition, and it is no exag-

geration to state this crop will be one of the most costly the South has produced for years."

### Additional 30,000-Spindle Mill.

The annual meeting of the stockholders of the Tucapau Mills Co. of Tucapau, S. C., was held during the past week, and important announcements were made. All officers, including J. F. Cleveland, president, were re-elected, and the reports of the active management showed the business to be in a highly satisfactory and profitable condition. The customary semi-annual dividend of 4 per cent. was declared.

Consideration was then given to the erection of another plant, and it was voted that the capital be increased from \$260,000 to \$500,000 for that purpose. This \$240,000 will be issued as 6 per cent. preferred stock, non-convertible into common stock. A weave shed will be erected to hold about 2000 looms, and the present mill will be filled with carding and spinning, increasing from 30,000 to 60,000 spindles. Power for the additional machinery will be developed at a shoals five miles distant and transmitted by electricity to the mill. Narrow print cloths is the company's product.

Messrs. C. R. Makepeace & Co. of Providence, R. I., are the engineers in charge. Contracts for machinery have been awarded.

### Southern Cotton Spinners.

The Southern Cotton Spinners' Association will meet next year at Charlotte, N. C., where it was organized. Dr. J. H. McAden, having declined re-election at the Charleston meeting, the association elected the following officers: George B. Hiss, Charlotte, N. C., president; Thomas M. Swift, Elberton, Ga., vice-president; C. B. Bryant, Charlotte, N. C., secretary and treasurer. As board of governors, W. C. Heath of Monroe, N. C., was elected chairman, and the following members: E. Lang, West Point, Ga.; Dr. John H. McAden, Charlotte, N. C.; E. W. Thomas, Durham, N. C.; E. A. Smith, Charlotte, N. C.; B. E. Willingham, Macon, Ga.; J. C. Smith, Newton, N. C.; R. S. Reinhardt, Lincolnton, N. C.; R. R. Ray, McAdenville, N. C.; A. P. Rhyme, Mt. Holly, N. C.; David Clark, Charlotte, N. C.; Val Taylor, Uniontown, Ala.; J. P. Leak, Rockingham, N. C.; Thos. M. Swift, Elberton, Ga.; T. I. Wainwright, Stonewall, Miss.; W. R. B. Whittier, Chattahoochee, Ga.

### The Negro Cotton Mill.

W. C. Coleman, secretary and treasurer of the Coleman Manufacturing Co. of Concord, N. C., informs the Manufacturers' Record that the Coleman Cotton Mills at Concord, organized by negroes, have begun operations, and that they are producing a first-class marketable grade of goods, for which there is a large and increasing demand. He adds: "In turning our attention and energies into this channel our highest ambition was to give our unfortunate people an opportunity of trying fully the turbulent waves of the untamed sea of textile industry, and providentially our untiring efforts are crowned with gratifying results. We hope to continue the work until the electric spark of industry has flashed over the length and breadth of our country and idleness and profligacy of our people have become a thing of the past. Then, and not until then, will our aim be fully realized or our sincere prayer fully answered."

### A \$25,000 Knitting Mill.

The Manufacturers' Record announced April 3 that Mr. H. F. B. Booth and an associate had determined upon establishing a \$25,000 knitting mill at Cedar-

town, Ga. During the past week Mr. Booth incorporated the Cherokee Mills, with capital stock of \$20,000, and privilege of increasing to \$50,000, to own and operate the plant. Contract has been awarded to T. J. Griffin for erection of the 50x156-foot building required. Contracts for machinery are also understood to have been signed. The mill will have a daily capacity of 100 to 150 dozen pieces of men's underwear of fine quality. Power will be obtained from a neighboring cotton mill. The incorporators are Messrs. H. F. B. Booth, Mrs. H. F. B. Booth, both of Cedartown; W. G. Rogers and J. Rogers, both of Spring City, Pa. The Messrs. Rogers are experienced knitting manufacturers, as is also Mr. Booth.

### Another Mill for Union, S. C.

Mention was made last week of the rumor at Union, S. C., crediting Mr. T. C. Duncan (president of Buffalo Cotton Mills and Union Cotton Mills) with the intention of building another plant even larger than his present plants, which have a capital, respectively, of \$600,000 and \$1,100,000. Mr. Duncan writes the Manufacturers' Record in reference to that rumor. He states that "as yet the plans for further developments in the way of additional cotton mills to be built at Buffalo are not definite. The matter is in hand, however, and we expect to have one of the finest plants in the country in course of erection in the not distant future." Buffalo is a suburb of Union, where the Buffalo plant is located. Mr. Duncan will give full particulars to the Manufacturers' Record as soon as they are ready for public announcement.

### Roberdel's Additional Mill.

In its issue of March 20 the Manufacturers' Record announced the decision of the Roberdel Manufacturing Co. at Rockingham, N. C., to double its 6384-spindle and 300-loom plant. Further particulars regarding this enlargement have been furnished this week by a correspondent. The company has contracted with Cecil & Curry of Lexington, N. C., for the manufacture of 2,000,000 bricks for the construction of its new buildings; contracts for construction are now being closed, and it is understood that the machinery has been ordered. The spindles will number 10,000 (not 6384, as was at first announced). Contract has been signed for the erection of sixty operatives' cottages. Nearly \$200,000 will be expended for all the betterments.

### A \$10,000 Knitting Mill.

It was announced recently that the Cross Hill Oil Mill Co. of Cross Hill, S. C., had increased capital for the purpose of building a knitting mill. This company writes the Manufacturers' Record that it will invest about \$10,000 in order to erect and equip the plant. There will be a main building 32x100 feet, to cost \$1200, and in it will be installed thirty full automatic machines for a daily production of 200 dozen pairs of hosiery for men's, women's and children's wear. About twenty operatives will be given employment. About \$8800 will be the cost of equipment and supplies.

### A \$100,000 Mill at Magnolia, Miss.

Arrangements have been fully completed ensuring the establishment of the Magnolia Cotton Mills, reported last week as in process of organization. The company has filed articles of incorporation, placing the capital stock at \$100,000, most of which amount has been subscribed, and consideration is now being given to the equipment, character of product and other details. Messrs. L. L. Lampton, J. H. Price, J. E. Wolfe, A. D.



Felder, S. Cohn, J. E. Norwood, E. W. Ried and W. A. Gill are the incorporators. They will call an early meeting to effect election of officers.

#### Baltimore's \$150,000 Silk Mill.

It is announced that Messrs. M. C. Migel & Co., now operating silk mills at Astoria, N. Y., will establish a \$150,000 branch plant at Baltimore, Md., and eventually make this city their principal point of operations. Arrangements for securing a large building and installing the required equipment are expected to be made during the next three months.

The proposed plant will employ 400 operatives and produce about \$1,000,000 worth of dress silks annually.

Messrs. Migel & Co. recently established an experimental \$30,000 silk mill at Greene and Fayette streets, Baltimore, and have been engaged in instructing women in the operation of the looms. Their decision to establish a large and permanent plant follows on a recognition of the city's advantages in labor, marketing and shipping facilities for an enterprise of this character.

#### Enlarging Kincaid Mill.

The management of the Kincaid Manufacturing Co. of Griffin, Ga., has decided to make important extensions to its cotton factory. Arrangements have been completed to effect the improvements, and the erection of a 45-foot addition to the present building has been begun. This addition (together with vacant space in the original building) will be equipped with 3500 spindles and 130 looms, and contracts for the required machinery have been placed. The company has operated until now 12,500 ring spindles and 430 looms in the manufacture of toweling, ticking, cottonades and other similar product. Probably about \$60,000 is the expenditure for the betterments mentioned.

#### Another Mill for Anderson, S. C.

Messrs. J. A. Brock and R. E. Ligon, respectively president and manager of the Anderson Cotton Mills at Anderson, S. C., will organize company to build another cotton factory. They propose to have a capitalization of \$400,000, and have already interested Northern capitalists in the enterprise. Subscription lists are now being circulated among local investors, and the company is expected to be soon assured of organization. The product will be fine goods of a character not heretofore manufactured in the South. The new mill will be under the same management as the Anderson Cotton Mills, and will be located as near that plant as possible.

#### Glenwood Cotton Mills.

Several months ago definite announcement was made of the organization of the Glenwood Cotton Mills of Enslay, S. C., for the purpose of erecting a plant of 10,000 spindles and 300 looms. The capital stock was placed at \$200,000, and the amount had been secured. It is now announced that the capital will be increased \$50,000, and a meeting will be held May 24 so that the stockholders can vote authority for the increase of the new stock. In the meantime the company is taking steps towards letting contracts for the erection of buildings and furnishing the machinery. M. W. Hagood is president and treasurer of the company.

#### Additional \$100,000 Mill.

Announcement is made of the High Shoals Company's intention to double its plant at High Shoals, N. C. Contract has been let for the erection of the required additional building, to be four stories high, 75x150 feet, and work of

construction has begun. The structure is expected to be completed by September, and then 5000 spindles and 150 looms will be installed, thus duplicating the present mill. The expenditure for the addition will amount to \$100,000; product, brown goods in print-cloth numbers.

#### The Cotton Movement.

In his report for May 9 Col. Henry G. Hester, secretary of the New Orleans Cotton Exchange, shows that the amount of cotton brought into sight during the 250 days of the present season was 9,710,918 bales, an increase over the same period last year of 265,605 bales; the exports were 6,012,468 bales, an increase of 352,894 bales; takings by Northern spinners 1,936,478 bales, an increase of 176,897; by Southern spinners 1,341,579 bales, an increase of 171,520.

#### A \$100,000 Mill to Double.

A meeting of the stockholders of the Franklin Mills of Greer Depot, S. C., was held last week to consider enlarging the plant. It was decided that the present mill of 5000 spindles for yarn production be doubled, and contracts to effect same will be awarded soon. Arrangements are now in course of preparation for erection of the buildings and furnishing the machinery. The company is now capitalized at \$100,000, and W. W. Burgess is its president.

#### Textile Notes.

W. H. Taliaferro, 2451 Maryland avenue, Baltimore, Md., requests manufacturers to send him catalogues of machines for knitting all kinds of undergarments.

The Board of Trade at Weatherford, Texas, has appointed a committee to solicit subscriptions towards the organization of a \$100,000 cotton-mill company.

Chamber of Commerce of Atlanta, Ga., is now negotiating with New York silk weavers who contemplate establishing a mill in the South. The projectors have a \$75,000 plant under contemplation.

It is rumored at Lambert's Point, Norfolk, Va., that the Powhatan Manufacturing Co. and carpet mill will be secured by parties who will change the plant to a knitting mill, which it formerly was.

Waco Knitting Mills of Waco, Texas, has been incorporated, with capital stock of \$50,000, by Messrs. F. A. Winchell, J. T. Tyler and L. C. Penry. An announcement of this enterprise was made recently.

Spartan Mills of Spartanburg, S. C., intends installing a few additional spindles in order to fill the remaining space in its No. 2 mill. Company now has 75,000 ring spindles and 2458 looms, manufacturing brown sheetings and shirtings.

Mooreville (N. C.) Cotton Mills will not double its plant of 5000 spindles and 106 looms, as was reported last week to be in contemplation. Instead the company will erect a 100-foot addition to present building and add 100 looms.

Grendel Mills of Greenwood, S. C., has decided upon the installation of 2000 additional spindles. This improvement will require the expenditure of about \$30,000, and will give the company a total of 27,088 spindles. There are 784 looms in place.

Colleton Cotton Mills of Walterboro, S. C., has let contract to W. G. Adams for the erection of its additional building. In this building the company intends, as was previously announced, to install 140 looms; it now has a plant of 5000 spindles and 136 looms.

Massachusetts Mills in Georgia of Lindale, Ga., will erect eighty-five operatives' cottages, costing \$1500 each, in connection with the extensive improvements to follow the \$1,000,000 increase in stock

(fully reported lately in connection with 41,000-spindle mill, etc.)

Messrs. H. A. Cook & Co. of Charlotte, N. C., have completed the erection of a mill for the manufacture of cotton batting. Daily product will amount to 2500 pounds, and about seventy-five hands are employed. Messrs. Cook & Co. had been previously engaged in making bagging and ties.

Messrs. John P. Chenoweth of Louisville, Ky.; Daniel A. Chenoweth and Oscar R. Henderson of Indianapolis, Ind., have incorporated Eclipse Woolen Mills, with capitalization of \$150,000. Company will operate a mill, now idle, at Baxter avenue and Garden street, Louisville, Ky., giving employment to 200 hands.

The Georgia Cotton Products Co. of Atlanta, Ga., has been incorporated, with capital stock of \$250,000, and states its purpose to be the ginning, cleaning, compressing, etc., of cotton and the manufacture of all its products. Messrs. Walter S. Griffin, Hampden E. Tener, Jr., and Alex. R. Nininger are the incorporators.

Norfolk (Va.) Knitting Mills (C. B. Johnston) has begun the construction of an addition 40x52 feet in size. In this structure will be placed additional machinery to greatly increase the output. At present 3000 dozen pieces of underwear are produced daily. The plant's present equipment is 2016 mule spindles, forty-five knitting machines, sixty sewing machines, etc.

James B. Duggan of Utica, N. Y., president of the Union Bleaching & Finishing Co., visited Fayetteville, N. C., last week in company with E. R. Makepeace of Providence, R. I., and F. A. Pierce, civil engineer, with a view to locating site for the extensive finishing plant the company intends to build. An announcement at length of the organization of the company with \$2,500,000 capital was presented last month.

Clover (S. C.) Cotton Manufacturing Co. has completed installation of about \$10,000 worth of new machinery in its mill. This new machinery was largely to take the place of old machinery, and makes the plant thoroughly modern in its equipment. The company will pay for the improvements out of this year's profits, besides paying a good dividend. Ten operatives' cottages have also just been completed. The mill is a 10,000-spindle yarn plant.

A meeting of stockholders in the Drayton Mills of Spartanburg, S. C., recently noted as in process of formation, was held this week. A board of directors was elected as follows: Messrs. S. M. Milliken of New York, Edwin F. Greene of Boston, John H. Montgomery, John B. Cleveland, John F. Floyd and Arch B. Calvert of Spartanburg. Mr. Calvert is promoting the enterprise, and, as was stated several weeks ago, intends arranging to build a \$250,000 plant.

Dillon (S. C.) Cotton Mills has completed an extension of its building and installation of additional machinery, increasing its output 30 per cent., and has enough space remaining to increase production 45 per cent. This company has been very successful since its organization. It started operations in December, 1901, with sufficient 10-cent cotton on hand to run the mill seven months, but despite that fact and other deterrents, has been profitably conducted. The original equipment was 5500 spindles, manufacturing hosiery yarns.

A \$100,000 stock company will be organized at Lexington, Miss., for the erection and equipment of a cotton factory. Leading business men of the city held a

meeting last week to further the project, and \$55,000 was subscribed at the meeting. The officers, to be elected, have been chosen. They are: President, G. A. Wilson; vice-president, M. M. Rayner; secretary-treasurer, J. E. Stanfield; directors, Messrs. R. S. Beall, H. S. Hooker, S. D. Gwin, W. P. Tackett, W. L. Young and I. Hyman. Arrangements to complete all the further plans are now being closed.

It is stated that the Ware Shoals Manufacturing Co. has had surveys completed for the development of its water-power property at Ware Shoals on the Saluda river near Laurens, S. C. The company has riparian rights and 1000 acres of land, and was organized some time ago for the thorough development of the property and the transmission of its 3000 horse-power by electricity for the operation of manufacturing industries. According to the latest dispatches the company is now planning to erect, in connection with the power developments, a cotton mill of 25,000 spindles and 750 looms and other industries. N. B. Dial of Laurens, S. C., is president.

Mere mention was made last week of the rumor at Union, S. C., crediting the Monarch Cotton Mills with the intention of doubling its plant. The company writes the Manufacturers' Record confirming the rumor. It states that contracts have been let and work begun on the erection of the additional building required. This structure will be 135x400 feet in size, and in it will be installed (when completed about October next) an equipment of 18,000 spindles and 600 looms. As the company now has 14,000 spindles and 360 looms, the equipment will thus increase to 35,000 spindles and 960 looms. Thirty operatives' cottages are also in course of erection and three large warehouses to assist in taking care of the increased business arising from the betterments. Monarch Cotton Mills has a present capitalization of \$200,000, which will be considerably more than duplicated in the improvements. Messrs. Lockwood, Greene & Co. of Boston are architects and engineers in charge of these extensive enlargements.

#### QUOTATIONS OF COTTON YARNS.

By Buckingham & Paulson, New York, Philadelphia and Chicago, May 13.

No. 10s-1 and 12s-1 warps.....	14 1/2 @ 15
No. 14s-1 warps.....	15 @ 15 1/2
No. 16s-1 warps.....	15 1/2 @ 16
No. 20s-1 warps.....	16 @ 16 1/2
No. 22s-1 warps.....	16 1/2 @ 17
No. 26s-1 warps.....	17 @ 17 1/2
No. 6s to 10s bunch yarn.....	14 1/2 @ 14 1/2
No. 12s-1.....	15 @ 15 1/2
No. 14s-1.....	15 1/2 @ 16
No. 16s-1.....	16 @ 16 1/2
No. 22s-1.....	16 1/2 @ 17
No. 26s-1.....	17 @ 17 1/2
No. 8s-2 ply soft yarn.....	14 1/2 @ 15
No. 10s-2 ply soft yarn.....	15 @ 15 1/2
No. 8s-2 ply hard.....	14 1/2 @ 14 1/2
No. 10s-2 ply hard.....	15 @ 15 1/2
No. 12s-2 ply hard.....	15 1/2 @ 16
No. 14s-2 ply.....	16 @ 16 1/2
No. 16s-2 ply.....	16 1/2 @ 17
No. 20s-2 ply.....	17 @ 17 1/2
No. 24s-2 ply.....	17 1/2 @ 18
No. 26s-2 ply.....	18 @ 18 1/2
No. 30s-2 ply yarn.....	18 1/2 @ 19
No. 40s-2 ply.....	20 @ 20 1/2
No. 8s-3, 4 and 5 ply.....	14 1/2 @ 15
No. 20s-2 ply chain warps.....	17 @ 17 1/2
No. 24s-2 ply chain warps.....	18 @ 18 1/2
No. 26s-2 ply chain warps.....	18 1/2 @ 19
No. 30s-2 ply chain warps.....	19 @ 19 1/2
No. 16s-3 ply hard twist.....	16 @ 16 1/2
No. 20s-3 ply hard twist.....	17 @ 17 1/2
No. 26s-3 ply hard twist.....	17 1/2 @ 18

Market very quiet and unsettled.

#### Cottonseed-Oil Notes.

Both the cottonseed-oil mills of Charlotte, N. C., are to shut down on the 18th inst. for the summer months or until the seed of the new crop is on the market.

The lard plant recently established by the Southern Cotton Oil Co. on the site of its oil-mill property above Gretna and opposite New Orleans and the manufacture of two brands of lard is now under way. The capacity of the plant is 600

forces daily, and the demand warrants a greater output.

The Covington Cotton & Oil Co. of Covington, Tenn., has been incorporated, with a capital stock of \$75,000. The incorporators are C. F. Farnsworth, J. A. Evans and T. B. Hill of Memphis and W. A. Black and N. H. Murphy of Covington.

The American Cotton Oil Co. will establish a branch in Henderson, N. C. It will be known as the North Carolina Cottonseed Oil Co., and is preparing to erect at once a 40-ton mill to cost \$60,000, to be ready for operation by November 1 next.

The Transatlantic Trading Co. of Galveston, Texas, furnishes the following statement of the movement in cake and meal from New Orleans and Galveston for the nine months ending April 30: New Orleans 174,595 tons, and Galveston 135,205 tons.

A company for the erection and operation of a cottonseed-oil mill has been organized at Beeville, Texas. All the stock has been subscribed and work on the mill begun in time to have it in operation at the opening of the season next fall. The company will have a capital of \$25,000, and the stock will be owned principally by Beeville cattlemen.

At a meeting of the stockholders of the Putnam Manufacturing Co. of Eatonton, Ga., it was decided to sell the old compress building. The trade has now been consummated and the property transferred to the Marietta Guano Co., which will convert the building into an up-to-date cotton mill. The machinery will be shipped at once and placed as rapidly as possible.

The market for cottonseed oil in Texas has been firm during the past week, with holders not disposed to sell below current figures. Prime crude oil, loose, was quoted at 37½ to 38 cents, with sales at the latter figure, and prime summer yellow was steady at 40½ to 41 cents, all f. o. b. mill at interior points in the State; linters, 2½ to 2¾ cents, and hulls, loose, \$8 per ton; cottonseed meal, \$25, and cake, \$25 per ton f. o. b. Galveston.

The following are the official quotations on cottonseed and cottonseed products as posted at the Cotton Exchange in New Orleans on the 12th inst.: Prime refined oil in barrels, 43½ cents per gallon; off refined oil in barrels, 42½ cents per gallon; prime crude oil, loose, 38 cents per gallon; off crude, nominal per gallon; prime cottonseed cake, \$27.75 per ton of 2240 pounds; off do., nominal; soap stock, 1.25 cents per pound; linters, per pound—A, 3¾ cents; B, 3½ cents; C, 3¼ cents; cottonseed in sacks delivered in New Orleans, \$16 per ton of 2000 pounds; in bulk delivered in New Orleans, \$15 per ton of 2000 pounds.

The Southern Cottonseed Oil Co., which recently purchased a nine-acre site in Pensacola on which to erect an extensive cottonseed-oil plant, is about to commence the work of construction. The contract for the erection of the buildings on the newly-acquired site will be awarded in a few days. The machinery has already been ordered. The plant when in operation will cost about \$100,000. The company owns mills in Alabama, and the product of these mills will be shipped to the Pensacola plant for the final process preparatory to being exported. Everything will be in readiness to commence operations when the cotton season opens.

Macdonald & Son of Saracen House, London, write to the Manufacturers' Record that a good trade may be done through them in wooden mantelpieces and stamped steel butts.

## LUMBER.

[A complete record of new mills and building operations in the South will be found in the Construction Department.]

### LUMBER MARKET REVIEWS.

#### Baltimore.

Office Manufacturers' Record, Baltimore, Md., May 14.

The local lumber market has shown evident signs of greater activity in all lines so far during the present month. The demand from local concerns is good, and boxmakers, builders and others are buying freely. The various commercial woods on the market are all in fair supply, and values very steady. North Carolina pine retains its prominence, and under the recent advance in certain grades is still firm, with the demand active. There is a good supply at milling points, and in some grades a slight accumulation is reported. White pine is firm, with a moderate inquiry, owing to the recent strong advance in certain grades. Cypress is in good shape, and the demand fair. Poplar continues to sell at outside figures, and the demand from furniture dealers and others is urgent, while prices are good throughout the list of grades. Hardwoods are all stronger, with a better demand from out-of-town buyers. Oak is much firmer; ash is in demand from wagon shops and other woodworking concerns. Other hardwoods are in moderate request, with values steady. The foreign trade in hardwoods is slightly improved, as stocks in Europe are being reduced, and a better business is expected by local exporters.

#### Norfolk.

[From our own Correspondent.] Norfolk, Va., May 12.

The week under review has been one of considerable activity in lumber circles, and the present status of the industry in this section is creating an unusual degree of interest. A number of lumbermen have been here during the past week attending the meeting of the North Carolina Pine Association, and buyers have also been numerous filling orders in all lines of wood products. The meeting of North Carolina pine men in the Monticello on the 8th inst. was presided over by Capt. John L. Roper of Norfolk, and was attended by about thirty-five members, representing nearly all the large mills of Eastern North Carolina, Virginia and Maryland. Reports by members present at the meeting showed that the market was in a most satisfactory shape, and indications point to a large volume of trade during the summer months. The supply of manufactured stock on hand is light, and with the present demand it is likely that mills will be kept working full, if not overtime, for some months to come. The prices on North Carolina pine lumber were slightly advanced by the association at its meeting on Thursday last. The grade of lumber known as wide-edge was advanced \$4 per 1000 feet, and on box stuff the lowest grade 50 cents per 1000 feet. Weather conditions throughout the North Carolina pine belt have been very favorable lately for logging operations, and with sufficient cars furnished by railroads shipments are more prompt than heretofore; in fact, all branches of the lumber trade are enjoying a good volume of business. Planing mills and all woodworking concerns are rushed with orders, and prices are very steady. The hardwood trade is improving, and receipts being more liberal, considerable business is being developed in a local way, the foreign trade being still of moderate proportions. Builders in this city are all busy, and in

the suburbs many improvements are going forward, all of which will increase the demand for lumber. Shipments of lumber by rail have been very regular of late, and freight rates continue steady, with a moderate offering of desirable tonnage.

#### Fernandina.

[From our own Correspondent.] Fernandina, Fla., May 12.

There are few South Atlantic ports which show greater activity at the moment in forest products than Fernandina, while the general features surrounding the market are in every way encouraging to the millman and shipper. This port is fast coming into prominence as an advantageous point of shipment for lumber and other products as well. Its harbor improvements now under way will materially add to its commercial importance, as its 22-foot channel will soon give way to one of twenty-six feet, and in the course of a year we may expect vessels drawing thirty feet to enter for loading. The shipments of lumber are materially increasing, and receipts of lumber from the interior are quite liberal, some 16,000,000 to 20,000,000 feet being stored on wharves and in yards for shipment. During the month of April the coastwise shipments of lumber amounted to 8,925,500 feet. The cross-tie industry is showing good form, the demand being quite pronounced. In foreign shipments 1,213,714 feet of lumber went forward, besides 23,464 cross-ties. Receipts of cypress shingles have been also liberal, and prices remarkably firm. Foreign shipments of shingles for April amounted to 1,000,125. At present there is remarkable activity among shippers in lumber, cross-ties, naval stores, phosphate rock and other commodities. The lumber shipped coastwise last month was distributed among the following shippers: Cooney, Eckstein & Co., 1,877,500 feet; W. A. Evans, 1,775,000 feet; Craig & Co., 1,705,000 feet; Hirsch & Co., 1,160,000 feet; B. K. Richardson, 743,000 feet; East Coast Lumber Co., 675,000 feet; Weston & Co., 410,000 feet; Batchelder & Co., 350,000 feet; George Henry, 230,000 feet, or a total of 8,925,500 feet, against 3,947,000 feet for March. Among the charters reported last week was the bark Arlington, 493 tons, to load lumber at Fernandina for Boston at \$6.25. Desirable tonnage is in request, and rates are steady at \$5.50 to \$6 to New York, \$6 to \$6.25 to Boston, \$5.25 to \$5.50 to Philadelphia, and \$5 to \$5.25 to Baltimore.

#### Mobile.

[From our own Correspondent.] Mobile, Ala., May 12.

The sawn-timber market continues to show a very firm tone at 16 to 16½ cents per cubic foot, with sales reported at the latter figure, the business at the close of the week being done at 16 to 16¼ cents per cubic foot. Hewn timber is very steady, with a light supply, and values ranging from 15½ to 16½ cents per cubic foot. Receipts of logs are more liberal, and the demand good. Pine logs are quoted \$7 to \$10 per 1000 feet; poplar, \$6 to \$8 per 1000 feet; oak, \$8 to \$12, and cottonwood, \$4 to \$5 per 1000 feet. The lumber trade is in good shape, and the demand at all Gulf ports is brisk, with prices firm and tending upward. The shipments reported last week were as follows: Bark Vega for La Rochelle, France, with 27,838 cubic feet of sawn timber, 7451 cubic feet of hewn timber and 20,364 feet of lumber; bark Marta Maria for Wisbech Town, England, with 5749 cubic feet of sawn timber, 2615 cubic feet of hewn timber and 165,896 feet of lumber; steamer Jeanne for Sun-

derland, England, with 104,460 cubic feet of sawn timber and 11,005 feet of lumber; bark Brahe for Yarmouth, England, with 23,861 cubic feet of sawn timber, 8266 cubic feet of hewn timber and 86,642 feet of lumber. The schooner Parke cleared last week for Havana, Cuba, with 241,556 feet of lumber. The Gulf Coast Lumbermen's Association gives the exports of sawn timber from the various ports from November 1, 1901, to May 1, 1902, as follows: Pensacola, Fla., 46,217,398 superficial feet; Mobile, Ala., 70,622,689 feet; Pascagoula, Miss., 87,964 feet; Ship Island, Miss., 5,044,000 feet, making a total of 122,761,961 feet. The receipts of mahogany are better, and the volume of business in this valuable wood is of greater proportions. Mr. Louis Moraques of this city purchased last week 1,500,000 feet of mahogany from the German syndicate at Cuba, which will be imported through Mobile for the Cuba-Central American Mahogany Co. of Cincinnati, Ohio. At Pensacola there is a good demand for sawn timber at 15 to 15½ cents per cubic foot. Lumber is very active, all the mills in this section being crowded with orders. The demand comes principally from South and Central America, Cuba and the United Kingdom and Continent. Of the freight market Messrs. Fred O. Howe & Co. in their circular for April review the market as follows: "There is no special change to report in pitch-pine sail freights, which continue quiet, without much demand. We quote for United Kingdom or Continent, 87s. 6d. to 92s. 6d.; Mediterranean, 82s. 6d. to 87s. 6d. For South America rates are \$11 to \$11.25, Buenos Ayres, \$12 to \$12.25, Rosario, and \$12, Rio. Steam freights are slightly firmer on the basis of 80s. to 85s. for handy-sized boats, and 77s. 6d. to 82s. 6d. for larger tonnage." Charters reported last week were as follows: Bark Hugo, 800 tons, from Pensacola to Buenos Ayres with lumber at \$11; British steamer Horsley, 2416 tons, from Mobile to picked ports in the United Kingdom or Continent with timber at 77/6; British steamer Rosenfield, 1950 tons, from the Gulf to Belfast and Rotterdam with timber at 83/9, May-June; British schooner D. M. Pickup, 372 tons, from Mobile to Cienfuegos with lumber at \$7, and British steamer Chatfield, 1904 tons, from the Gulf to Aberdeen and Tyne with timber at 83/6, June.

#### Memphis.

[From our own Correspondent.] Memphis, Tenn., May 12.

In this section of Tennessee the movement in all wood products continues to show considerable activity, and the volume of business during the month of April was fully an average one. In almost every channel of the lumber trade the feeling is one of encouragement, and those engaged in the industry are of the opinion that the business during the summer and fall months will show material improvement. There is an excellent demand for all kinds of hardwood, and prices are better than they have been for a number of years. The demand far exceeds the available supply, and with mills running at their full capacity the demand is not easily satisfied. Prices throughout the general list are all firm, with a hardening tendency. The Memphis sawmills received a lot of logs last week, and are running on full time. Among the hardwoods quartered white oak firsts and seconds are most prominent, and are firm, with a good inquiry. Common grades are moving, and prices are higher. There is a brisk demand for plain red oak, one-inch and two-inch being mostly in demand. Dry red gum is firm and scarce in all thicknesses. Cottonwood is quiet and firm, the principal demand be-



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ing from boxmakers. Receipts of logs are generally light, and good cottonwood timber is scarce. Receipts of gum logs at all the river mills are more liberal. A large delegation of Memphis lumbermen will attend the meeting of the National Hardwood Association at St. Louis on the 15th and 16th. W. W. Whieldon is now in the South appointing and establishing inspectors for the National Association. The inspectors in Memphis are R. J. Ryan, R. W. Ricketts and E. C. Rogers.

### Beaumont.

[From our own Correspondent.]

Beaumont, Texas, May 14.

The lumber situation is growing stronger every day, and the demand is piling up to such an extent with all Southeast Texas mills that it is impossible to see where the stocks are to come from for the summer trade, that is always as strong here as the spring trade. The demand throughout Texas is good, and there was never a time when the dealers throughout the State were in better circumstances. The harvesting is approaching with the early crops, and the winter has been passed through safely enough by the farmers, and they will be in excellent condition all through the hard-working summer, so that there is no chance for the orders to slacken with the lumber people. As to the local market, it can be stated that the month of April was the record-breaker for Beaumont, and probably for the whole South, too. More than 4,000,000 feet of lumber was consumed in Beaumont alone last month; in fact, those who deal in round numbers would place it at 5,000,000. This is considerably higher for a single market than anything so far recorded, and will probably stand for the whole South, unless Beaumont herself breaks the record again this month, which now looks more than probable. The demand for timbers and ties continues strong, with prices on sap ties ranging from \$9 to \$11, according to the location of the mill that is to furnish the bill. The hearts are in the same proportion. The yards and planing mills throughout the district are behind with their orders, and prices remain firm at the published lists. There is no indication of any decrease in the demand or the price of the list all the way through, while, on the other hand, a raise may come. The mills are all running steadily, and, as for the past two weeks, are in most cases running at night as well. There are two mills in Beaumont out of the three that are operating straight out all-night crews.

### Lumber Notes.

The plant of the Chester Lumber Co. of Chester, Va., is now in full blast, and the work of dressing lumber for the markets has commenced.

The Morgan Handle Manufacturing Co. of Bevier, Mo., is in the market for timber lands on which hickory and other hardwoods of standard growth may be found.

The mill of the Cummer Lumber Co. of Berkeley, Va., cut during the month of April 3,022,069 feet of lumber, making an average per day for the twenty-six days of 116,233 feet.

The East Fork Lumber Co. of Overton county, Tennessee, has been chartered, with a capital stock of \$10,000. The incorporators are N. Dodge, L. C. Albend, Arthur Gerut, Bruno Gerut and Max Golditz.

The Southern & Western Lumber Co. of Chicago has increased its capital stock to \$10,000, and names Tuscaloosa, Ala., as its known place of business. The company manufactures and deals in lumber,

laths, shingles, box shooks and railroad ties.

The entire plant of the Linden Lumber Co. at Tyty, nine miles east of Poulan, Ga., was destroyed by fire last week. The loss is estimated at \$6000, with no insurance. The owners of the mill will rebuild at once.

A fire at Arringdale, Va., last week destroyed the chief saw-mill department, six dry-kilns and a lot of lumber owned by the Camp Manufacturing Co. of Franklin, Va. The loss is estimated at \$5300; insurance \$3700.

The planing-mill plant and a large amount of lumber owned by the Central Manufacturing Co. of Chattanooga, Tenn., were destroyed by fire on the 10th inst. The loss is estimated at \$55,000, with \$30,000 insurance.

Mr. M. C. Talbott of Philippi, W. Va., has organized a company to operate a large wooden factory to be located at that place. A number of Cumberland capitalists are interested. The plant will manufacture builders' supplies and the like.

The plant of the Lake City Shingle & Lumber Co. at Lake City, Ark., was destroyed by fire on the 4th inst. It is not known how much insurance was carried, or whether the plant will be rebuilt. The output of the mill was taken by Moore & McFerrer of Memphis.

Mr. Louis Moraques of Mobile has purchased from the German mahogany syndicate, which operates in Cuba and Central America, 1,500,000 feet of mahogany that will be imported through Mobile for the Cuba-Central American Mahogany Co. of Cincinnati, Ohio.

The shipments of lumber from Mobile last week amounted to 608,844 feet, and for the season 68,721,236 feet, against 79,768,804 feet for the corresponding period last year. Shipments of timber for the week were 161,908 cubic feet of sawn and 18,332 cubic feet of hewn.

The Marianna Manufacturing Co. of Marianna, Fla., has been chartered, with a capital stock of \$30,000. The company will own and operate saw-mills and planing mills, furniture factories, erect buildings, etc. W. H. Milton, C. C. Liddon and M. L. Dekle are among the incorporators.

The plant of the Farrar Lumber Co. of Dalton, Ga., was totally destroyed by fire on the 5th inst., together with seven cars on the side-track loaded with lumber, and also several stacks of lumber containing 200,000 feet. The property destroyed is estimated at \$36,500. There was no insurance.

Messrs. Horne & Vinson of Clayton, N. C., have recently sold out their planing mills to Northern capitalists, who have formed a corporation under the name of the Cayton Manufacturing Co. The officers of the company are A. T. Peale of Montclair, N. J., president, and John P. McEwan, secretary.

It is stated that Capt. Henry Lawson of Cleveland, Ohio, who is largely interested in the lumber business, has recently closed a deal for a large acreage of timber land near Harriman, Tenn. It is probable that a company will be organized by Captain Lawson and associates for the development of the forests of East Tennessee counties, and to extend in North Carolina.

Messrs. A. L. Hayes & Co. have been granted a permit to erect buildings in Nashville, Tenn., for a stove factory. The buildings and machinery will cost about \$10,000, and the firm expects to have the plant in operation within the next few months. The firm owns other woodworking factories in the State, and

the one to be erected in Nashville will be used to finish work of the other factories.

Col. W. S. Thompson of Greensboro, N. C., while in Tallahassee, Fla., last week purchased 100,000 acres of fine timber land in Leon and Wakulla counties. It is understood that Mr. Thompson will shortly have a lot of saw-mill machinery shipped to Tallahassee to be installed on his lands with a view to developing the timber tract.

Mr. I. C. Winans, representing a large Chicago hardwood manufacturing firm, visited Mobile, Ala., last week looking up a location for his firm, which expects to import mahogany and cedar from Mexico by way of a Gulf port. If suitable facilities can be obtained at Mobile, Mr. Winans' firm hopes to form a transportation company, as it at present operates a number of vessels out of Mexican ports.

The lumber industry at Wilmington, N. C., has grown to immense proportions. Four new mills have been started within the last year, and all of them are now running on full time, while some of the older ones, notably the Cape Fear, are running night and day. Last week in two days seven vessels cleared from that point, carrying cargoes aggregating 2,500,000 feet, besides considerable shipments by railroad.

Owing to an increase in business, the Piedmont Table Co. of High Point, N. C., has found it necessary to build an addition of 50x100 feet to its already large plant, and recently purchased additional machinery to extend facilities. At this time last year the company had on hand a large stock of goods and no orders. Now it has a large stock of orders and no goods. Shipments were made last week to Cienfuegos and Havana.

Messrs. A. Knabb & Co., who have been operating a large lumber and cooperage plant at Krug, Garrett county, Maryland, eighteen miles from Oakland, have sold their properties to J. L. & S. A. Kendall for \$160,000. The property sold consists of a saw-mill, stock of lumber, narrow-gauge railroad, rolling stock and 16,000 acres of timber land. The new firm will organize a company, make large improvements and develop that section of the country.

The North Carolina Pine Association, which controls nearly all the large lumber mills in Eastern North Carolina and Virginia and Maryland, held its monthly meeting last week in Norfolk, Va. The meeting was a closed one, and no information was given out. It is stated, however, that the price of the highest grade of lumber, known as wide-edge stuff, was advanced \$4 per 1000 feet, and upon box stuff 50 cents per 1000 feet. Reports show that the demand for North Carolina pine is far in excess of the supply.

The following shipments were reported last week from Jacksonville, Fla.: Schooner City of Baltimore for New York with 305,000 feet of cypress lumber; schooner Carrie A. Buckman for Bucksport, Me., with 230,000 feet of pitch-pine lumber and 500 crossties; schooner Lotie R. Russell for Providence, R. I., with 265,000 feet of cypress lumber and 50,950 laths. The Clyde Line steamer Arapahoe cleared for New York with 140,000 feet of lumber, 60,000 crossties, 8000 bundles of shingles and other cargo.

An association has been incorporated in St. Louis, Mo., to be known as the "House of Ho Ho," a society for investigation and research into the conditions of the world's timber and lumber supply and its preservation. The purposes and scope of the association will comprise the promotion of the history, science, statistics, information, skill and intellectual

culture in all matters connected with forestry, timber and lumber industries of the world in all their branches. N. W. McLeod of St. Louis is president of the association.

The W. J. Downing Lumber Co. of Petersburg, Va., has been incorporated, with a capital stock of \$50,000. The company will operate saw-mills, deal in standing timber and equip and operate railroads. The officers are W. J. Downing of Salisbury, Md., president and treasurer; W. B. Tilghman of Salisbury, Md., vice-president; James E. Ellegood, secretary; M. E. Hastings of Brunswick, Va., general manager. The company owns a large acreage of timber in Brunswick and Dinwiddie counties. The principal office will be at Petersburg, Va.

Cousul Listal gives the following quotations of American lumber at Rotterdam: Prime walnut logs to average 21 to 22 inches, \$90 to \$100; 23 to 24 inches, \$110 to \$120; prime white oak logs, 24 inches and up, \$42 to \$44; prime hickory logs, with small brown heart, \$52 to \$54; white ash logs, 14 inches and up, \$44 to \$45; gum boards and planks, 1 to 3 inches thick, \$42 to \$46; white oak boards and planks, 1 to 3 inches thick, \$46 to \$51; walnut boards and planks, 1 to 4 inches thick, \$105 to \$125; white ash boards and planks, 1 to 3 inches thick, \$44 to \$48; pitch pine, 1 to 3 inches by 11 inches and up, per standard, \$63.25 to \$65.68.

A two-thirds interest in the Jackson Lumber Co. of Lockhart, Ala., was sold last week to Edward S. Crossett and J. W. Watzek of Davenport, Iowa, and Charles W. Gates of Fordyce, Ala. The two-thirds interest sold belonged to Congressman W. H. Jackson and W. P. Jackson of Salisbury, Md.; H. B. Phillips of Suffolk, Va.; George B. Robertson of Whaleyville, Va.; Henry L. Davis of Philadelphia, Pa.; Charles H. Lockhart of Pittsburg, Pa., and the heirs of the estate of W. G. Warden of Philadelphia. The price paid was over \$1,000,000. Ex-Governor Jackson has a one-third interest in the company, and did not sell, and, together with Messrs. Crossett, Watzek and Gates, will form a company to operate a tract of 144,000 acres of timber lands in Covington county, Alabama. The new company will begin operations at once, and will erect one of the largest saw-mill plants in the South at Lockhart. This plant, it is stated, will have an annual capacity of 50,000,000 feet of lumber.

### The Alabama Barge & Coal Co.

A letter from a leading business man of New Orleans to the Manufacturers' Record, referring to the Alabama Barge & Coal Co., the organization of which was mentioned last week, says:

"I have no doubt whatever that this corporation is an accomplished fact, and I understand they will promptly commence on the construction of barges, tug-boats, etc., with a view to utilizing the present navigation of the Warrior river, now available about nine months out of twelve, by bringing down coal, etc., to Mobile and New Orleans.

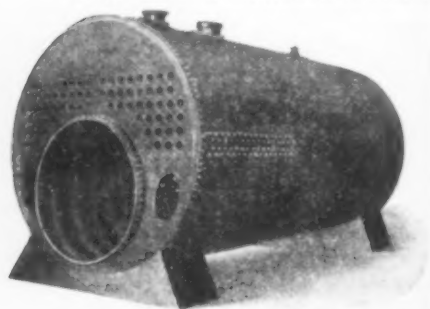
"I understand the corporation has plenty of backing, proposes to erect a coke furnace for the utilization of its slack, and will also probably accept freights from other points along the stream in Alabama en route to the Gulf ports. I think the scheme an eminently practical one, and have little doubt that if the company is handled judiciously it will be a distinct financial success, and of very distinct advantage to the city of New Orleans in providing a much cheaper coal supply than we have at present, and in also making possible the conveyance of iron work and ores by cheap freight methods to this city."

## MECHANICAL.

### Marine or Internal-Furnace Boiler.

The high-pressure and heavy-duty engine has created a demand for a boiler which, with the maximum degree of safety, can generate steam with minimum consumption of coal. The internal-furnace boiler, a modification of the marine or Scotch type, was especially designed to meet this demand, being built to stand a pressure varying from 130 to 200 pounds.

The boiler is built with a horizontal cylindrical shell, having an internal suspension or corrugated furnace. The grates are in the front of the furnace, the rear end terminating in a combustion chamber consisting of a firebrick-lined extension of the boiler shell. The general proportions of the furnace were experimentally and practically determined, and have proved to offer the greatest resistance to distortion or collapse, permitting a free expansion and contraction without



INTERNAL-FURNACE BOILER.

undue strain in any part. The construction of this boiler makes it easy to clean and comparatively free from lodgment of scale.

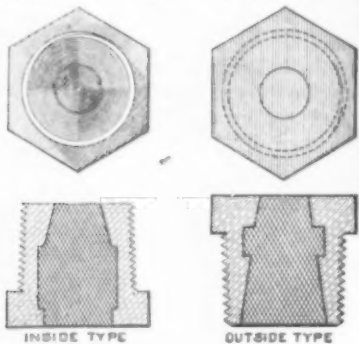
Internal-furnace boilers are economical in first cost, as they are self-contained, and being independent of masonry setting, cast-iron fronts, etc., are easily moved. They are economical in coal consumption, as there is no brick work to absorb heat, and the corrugated furnace being surrounded by water, the heat of combustion is utilized to a greater extent than is practicable with boilers having external furnaces contained within brick-wall settings.

Fixtures include boiler support, stack, grates, firing tools, steam and water gauges, gauge-cocks, whistles, "pop" safety and blow-off valves.

An accompanying illustration shows this boiler, which is built by the E. Keeler Company of Williamsport, Pa. Send for further particulars.

### Fusible Plugs.

Fusible plugs have been used in boilers for a great many years, and the government, recognizing the important function of this boiler accessory, requires that all plugs used on boilers of steam vessels



should be made of bronze, and have no other filling but pure Banca tin.

Many plugs have been offered on the market which are filled with fusible alloys composed of other metals, which, although melting at very near the same point as Banca tin, were not absolutely reliable.

Since the disaster at Philadelphia last fall, the United States steamboat inspection service of the Treasury Department has taken cognizance of the fact that inferior plugs were offered upon the market, and issued a circular requiring that all fusible plugs should be filled with pure Banca tin and stamped with the manufacturer's name, and that an affidavit setting forth this fact should be filed with the inspector having charge of the boiler inspection at whatever point the plugs were used.

The Lunkenheimer Company of Cincinnati, Ohio, has for years manufactured fusible plugs which comply with these specifications, and, having made affidavit before the inspection service to the effect that its plugs comply with these requirements, the same are accepted by all inspectors throughout the United States.

Herewith are illustrated two forms of plugs, namely, the outside and inside patterns, same to be screwed in either from

the inside of the boiler or from the outside through the fire-box or shell.

### Fresh Air and Ventilation.

We can live without food for weeks, but we cannot live five minutes without air. This shows the importance of plenty of fresh air in buildings that are used for the assembling of people, as well as those used for the shelter of animals.

It pays to ventilate well our factories, salesrooms, offices, etc., so that the workers therein will do more and better work, keep in better health and spirits than when huddled in close, poorly-ventilated rooms. As for the proper ventilation of our dwellings, its importance cannot be overestimated. Sleeping rooms at night should have a constantly-flowing supply of pure air. This serves to keep people healthy.

Fresh air is food for the human furnace. It provides the impetus for our work and cures all ills except a wooden leg.

This brings us to the subject of ventilators. There are two systems—one that may be called the local, and the other the general system. The former may comprise such devices as window ventilators, such as little tin wheels let into panes of glass or perforated boards inserted in or above window sashes, or slat ventilators in walls or in gables of skylights, or tubular ventilators in roofs and skylights. These are efficient as far as they go.

The general system is a comprehensive arrangement of pipes and ducts taking in all the rooms of a building, supplying them with fresh air from outside and removing foul air through ducts into one general discharge outlet. The motive power for moving the air in the pipes varies with different systems. Sometimes a fan sucks the foul air out, the pure air filling its place. Or a fan sucks pure air in, warms it over steam coils and blows it through pipes into the rooms, forcing the foul air out through the cracks in doors



FRONT ELEVATION OF THE INTERNATIONAL TRUST CO.'S NEW BUILDING AT BALTIMORE.

The accompanying cut shows the new building of the International Trust Co., Baltimore, now under construction. This building, which is designed for the exclusive use of the Trust Company, will be one of the most complete banking structures in the country. It will front about 53 feet on Baltimore street, with a depth of about 100 feet, though the company owns the lot in the rear, running entirely through to German street, having in view the possibility of needing a German street entrance in the future. The front of the building will be of Georgia marble, and, as shown by the cut, the architects, Parker & Thomas, have prepared a plan of classic simplicity and beauty. The building will be completely fireproof, and equipped with the most improved burglar and fire proof vaults for safe-deposit purposes, as well as for its own use. The officers of the company are: Douglas H. Gordon, president; J. W. Middendorf and E. H. Thomson, vice-presidents; Charles D. Fenhagen, secretary and treasurer, and the members of the executive committee are Joshua Levering, chairman; Summerfield Baldwin, S. C. Rowland, J. W. Middendorf, E. H. Thomson and R. H. Edmonds.



and windows. Sometimes heat is used to warm the air in a main stack, which then, owing to its lessened weight, rises, drawing with it the foul air in the pipes. Again, roof ventilators are used, which utilize the action of the wind blowing against them to create internal upward drafts. It is with these latter that this article has to deal.

The Cloverleaf Ventilator, illustrated herewith, is made of sheet metal, usually galvanized iron, sometimes copper, and consists of a vertical pipe or barrel, surmounted by an overhanging three-gabled roof, with open vertical gables. Opposite each gable is a shield (or cloverleaf) to deflect the wind. (See Fig. 1.) When



FIG. 1—VIEW OF CLOVERLEAF VENTILATOR.

the wind blows horizontally it strikes the shield and draws the internal air out of the barrel by suction, the exit being at the spaces between the gables and shields, as shown by the arrows in Fig. 2.

When the wind is blowing downwardly it strikes the gabled roofs and is deflected outwardly, making a suction in the barrel and emptying the internal air at the bottom of the shields.

In rating the capacity of a ventilator care should be taken to see that its actual capacity is equal to its nominal capacity. By this is meant that the area of the foul air exits in the ventilator should be double the area of that of the barrel, because only half the exit area is used when

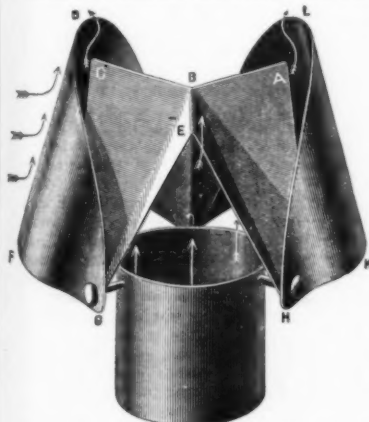


FIG. 2—CLOVERLEAF VENTILATOR WITH ONE SHIELD REMOVED.

the wind is blowing horizontally. Many ventilators, in order to save cost, are made with a small projection or spread, which gives small exit area.

The Cloverleaf Ventilator is built with enough spread to insure an exit capacity equal to double the area of the barrel, thus providing for the discharge of all the air in the barrel at once.

This ventilator is remarkably efficient and sensitive to the external air currents in motion.

These ventilators, for a number of years past, have been in use on paper, woolen, cotton and worsted mills, dye-houses, shoe factories, machine shops, foundries and public buildings through-

out New England, the South and West. They are made by E. Van Noorden Co., 944 Massachusetts avenue, Boston, Mass.

### Buffalo Improved Ventilator.

During its quarter of a century of experience in the heating and ventilating of buildings the Buffalo Forge Co. of Buf-



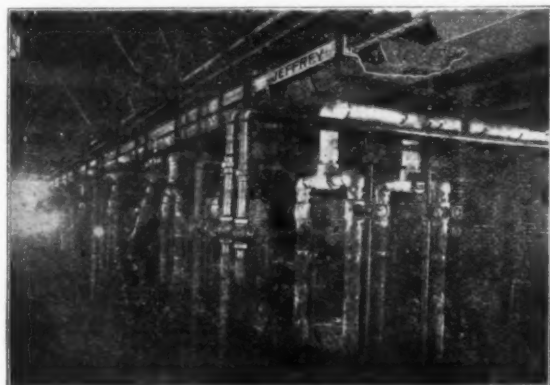
VIEW OF VENTILATOR FROM ABOVE.

falo, N. Y., has become thoroughly in touch with the conditions which make stationary ventilators an efficient and serviceable help. Their value when in use

tilators to a chimney is with the outside flange, which forms a splendid protection for the top of the chimney. It is a rigid and desirable method of fastening.

### Jeffrey Garbage Conveyor.

The accompanying illustration shows a portion of a large elevating and conveying



JEFFREY GARBAGE CONVEYOR.

with the fan system is too often underestimated. In certain cases they are alone amply sufficient for proper ventilation.

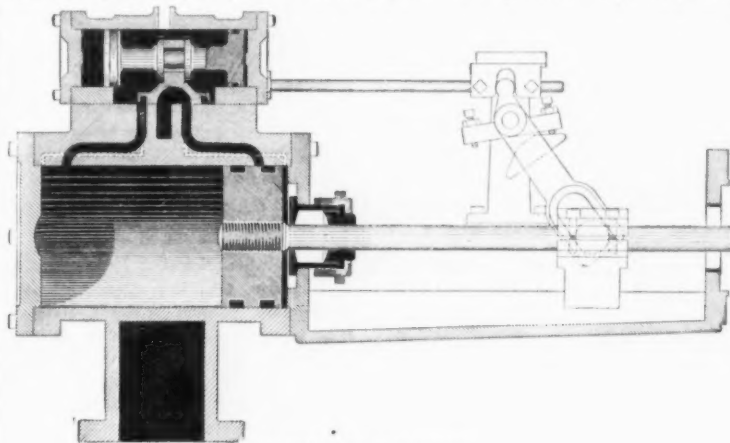
While requirements of a stationary ventilator are hard to fulfill, they have been met by the new Buffalo improved ventilator which the company has recently placed on the market. These ventilators provide a free exit for the impure air in the building, but effectually retard and prevent the air from re-entering the building through the ventilator. With the movement of air across the head of the ventilator there is a suction produced which actually draws or induces the air from the room. This sucking action is obtained because of the shape and construction of the ventilator head.

These ventilators are built of heavy galvanized iron, and will resist any strain of reasonable magnitude that may come upon them. They are perfectly silent in their work, and do not require the expenditure of available power, which in some instances means a considerable outlay of money each week.

Many buildings need both light and ventilation. Where such conditions are met the ventilator is specially constructed with a glass tophead. It loses none of its good qualities as a ventilator, but has the additional quality of supplying light. These special ventilators may be constructed either of copper, brass or steel plate, or they may be made of the regular material and lined with pure lead to protect the ventilator when used to exhaust obnoxious gases or other injurious fumes.

These ventilators are also used to prevent down drafts and smoky chimneys. The usual methods of applying these ven-

the garbage from the boats, which, in turn, delivers the material to an incline conveyor running alongside of the building, discharging the garbage into another



MARION STEAM PUMP.

conveyor running through the building. This latter conveyor is shown in the illustration. The upper strand delivers the material to the process tanks, and the lower strand of the same conveyor takes it away.

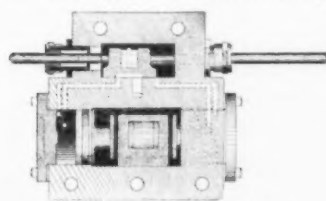
This system is one of a large number of similar equipments which have been successfully installed by the Jeffrey Manufacturing Co. of Columbus, Ohio. Parties interested in this class of machinery are invited to correspond with the company.

F. C. Scott & Co. of 66 Borough Road, London, S. E., write to the Manufactur-

ers' Record that they desire to form connection with American manufacturers of typewriters.

### Marion Steam Pump.

Modern investigation and improved methods of manufacture, besides the availability of the best materials and workmen, are constantly bettering the steam pump. One of the very latest and most approved forms of pumps is the Marion steam pump, the sectional view and valve motion of which is shown by the accompanying illustrations. This pump has positive valve motion, all flat-faced valves, insuring wearing surfaces to retain and always wear to a steam fit. All steam valves perfectly balanced; minimum of clearance in steam cylinder, avoiding unnecessary use and waste of steam; steam piston cushioned at end of stroke, which will not strike the heads under full head of steam at highest speed, should pump vary from load to no load without change of steam throttle. By a



MARION STEAM PUMP.

special cushioning feature the water valves are made easy-seating, and avoiding hammering in pipes and check-valves. These pumps have all brass-lined water cylinders, robin bronze piston rod and valve stem, furnished with the best of sight-feed lubricators and necessary wrenches.

Attention is especially called to the valve gear and the way of tripping the auxiliary valve, which is direct connected to the piston, insuring positive motion of the pump; also to the way of adjusting the stroke by use of set-screws in the rocker arm by either running them up or down to make the stroke of the pump to suit. By this cushioning feature in the end of the steam cylinder the pump can be run within one-eighth of an inch of the end of the cylinder with perfect safety, doing away

with all unnecessary clearance and waste of steam. The maker of the Marion pump states that whereas many duplex pumps supposed to be stroking six inches with one-inch clearance in the end of the cylinder in order to make it safe in case the suction pipe should be broken and the pump allowed to run without water, not one out of ten is stroking more than five inches. This makes three inches of space in the steam cylinder of waste steam for every return stroke of the piston, whereas the Marion pump has less than one-half inch. The Marion Machine Tool Co., Marion, Ind., builds the Marion steam pump. Send for further facts.

## PHOSPHATES.

### Phosphate Markets.

Office Manufacturers' Record,  
Baltimore, Md., May 14.

The phosphate market is quiet, in sympathy with the tone in other fertilizer ingredients. Prices, however, are very steady, with a stronger tone in Tennessee rock. Fertilizer factories nearby are buying only in small lots, but the demand from interior points is better than usual. From points of production in the South advices continue favorable, the movement in Florida being quite active in mining sections. Shipments from the ports are quite liberal for the present month, being, however, mostly on old contracts. Several new contracts for 1903 are reported, and miners are generally disposed to hold rock rather than sell at present figures. Shipments reported from the Florida ports for the four months ending April 30, 1902, are about as follows: Fernandina, 61,025 tons; Tampa, 125,323 tons; Savannah, 47,064 tons; Brunswick, 6106 tons, making a total of 239,518 tons, of which 132,565 tons were hard rock and 106,953 tons pebble. The market for South Carolina rock is steady, with shipments mostly foreign. The British steamer Manaw, 1630 tons, was taken last week to load rock at Coosaw for St. Nazaire, France, at 13, May 15. The Tennessee phosphate market is reported a shade firmer for both domestic and foreign rock. In the Mt. Pleasant field miners find labor scarce, but during the past fortnight considerable rock has been mined. The demand for domestic rock is improving, and it is expected that during the summer months both the foreign and domestic trade will be difficult to satisfy. With favorable weather during the next ninety days considerable activity is likely to prevail at all mining points in Tennessee.

### Fertilizer Ingredients.

The ammoniate market has ruled quiet during the past week, with little or no demand from the usual sources. Stocks in the West are reported light, with holders firm, and prices throughout the list are very steady. Sulphate of ammonia is firm, and a shade higher. Buyers are not in the market except when odd lots of material are offered at favorable figures.

The following table represents the prices current at this date:

Sulphate of ammonia (gas).....	\$3 00 @ 3 10
Nitrate of soda, spot Balto.....	2 15 @ 2 20
Blood.....	2 47 1/2 @ 2 50
Azotine (beef).....	2 40 @ 2 45
Azotine (pork).....	2 40 @ 2 45
Tankage (concentrated).....	2 27 1/2 @ 2 30
Tankage (9 and 20).....	2 37 1/2 @ 2 40 & 10
Tankage (7 and 30).....	21 00 @ 22 00
Fish (dry).....	27 50 @ 30 00

### Phosphate and Fertilizer Notes.

A. W. Foster of Jackson, Tenn., has been elected secretary and treasurer of the Standard Fertilizer Manufacturing Co. of Birmingham, Ala.

The Battleboro Cotton Oil & Fertilizer Co. of Battleboro, N. C., has been chartered, with a capital stock of \$100,000. M. C. Braswell and others are incorporators.

The R. G. Morris Drug Co. of Hot Springs, Ark., has been chartered, with a capital stock of \$10,000. The officers are R. G. Morris, president; Grace M. Mobbs, secretary, and F. J. Mobbs, treasurer.

The following shipments of phosphate rock from Port Tampa are reported for the four months ending April 30, 1902: January, 31,528 tons; February, 17,675 tons; March, 31,270 tons; April, 44,850 tons, making a total of 125,323 tons, of which 18,370 tons were hard rock and 106,953 tons pebble.

It is stated that there never was greater activity in the phosphate section around Gainesville, Fla., than at present. All the mines are at work on full time, and the supply of rock is so large that it is impossible to get cars to move it to the seaports.

The shipments of high-grade Florida phosphate rock from Savannah, Ga., for the month of April as reported by Messrs. J. M. Lang & Co. aggregated 20,025 tons; previously reported, 27,039, making a total of 47,064 tons for the four months ending April 30.

The American bark St. James was loading a cargo of high-grade phosphate rock at Savannah, Ga., last week for Honolulu. It is understood that the demand from the Sandwich Islands for rock is at present very promising. Messrs. J. M. Lang & Co. are furnishing the cargo.

### Daily Service Resumed.

The Chesapeake Steamship Co. has resumed the daily service of the York River Line between Baltimore and West Point and Richmond, Va. Steamers leaving Baltimore on Mondays, Wednesdays and Fridays, and West Point on alternate days, call at Yorktown and Allmonds, while the steamers leaving Baltimore on Tuesdays, Thursdays and Saturdays, and West Point on alternate days, call at Gloucester Point and Clay Bank. No steamers leave on Sundays.

It is expected that a line of steamboats to ply twice weekly between Columbia and Georgetown, S. C., where connection will be made with the Clyde steamers, will be put in operation within the next sixty days. The State announces that the boats having a tonnage of from 100 to 125 are at Georgetown awaiting orders, and that Mr. William E. Fowler of Baltimore, Md., one of the stockholders of the company which will operate the line, has been in Columbia in consultation with financiers and transportation officials regarding the freights to be delivered at Columbia.

Mr. D. M. Parry of Indianapolis, Ind., recently elected president of the National Association of Manufacturers, has issued a circular address, urging the members of the association to vigorous work in all directions for the advancement of its purposes. He contends that membership in the association should be a matter of personal pride to every manufacturer in America, and he requests every member to place upon his stationery the imprint, "Member of the National Association of Manufacturers of the United States of America."

The Southern Land & Investment Co. of Moultrie, Ga., has a tract of about 12,000 acres of land on the Apalachicola river in the western part of Florida, and announces that it is in a position to offer encouraging inducements to colonies or to industries of any kind. The land is said to be suitable for all crops.

W. B. Stuart of Atlanta, Ga., writes to the Manufacturers' Record that he would be glad to give, free of charge, a 50-acre site in a productive section of the South with an abundance of water-power and of ready access to several railroads for an industrial establishment in which he would take stock.

### TRADE NOTES.

American Linseed.—American Linseed Co. gives notice to those interested that its offices in Chicago have been removed to 1505 Manhattan Building, 315 Dearborn street.

Water-Power for Sale.—Fred C. Davis of Springfield, Vt., offers for sale a water-power located on a stream already furnishing power to a number of industries. Good opportunities for development are involved.

To Represent Weller of Chicago.—Pittsburg (Pa.) Gage & Supply Co. has been appointed direct representative of Weller Manufacturing Co. of Chicago, manufacturer of elevating, conveying and power-transmitting machinery.

Ball Engines Selected.—Two Ball engines were selected to be direct-connected to Crocker-Wheeler generators in the electric plant of the beet-sugar plant at Mt. Clemens, Mich. Ball Engine Co., Erie, Pa., builds the Ball engine.

Warren Chemical.—Warren Chemical & Manufacturing Co., New York city, announces the removal of its offices to 170 Broadway, corner Maiden Lane. Correspondents and callers are requested to take notice of this change of address.

Minnesota Iron Property.—Investors desirous of obtaining a valuable tract of iron-ore land, well developed, are advised to write "Gould," care the Manufacturers' Record. The property is located in Minnesota, and has ample transportation facilities at hand.

McKernan Drill Co.—This organization announces its change of address, the office in New York having removed from Liberty street to 170 Broadway. McKernan rock drills, air compressors, mining equipments and quarrying machinery is one of the best-known lines of machinery now being offered the user.

Center-Crank Engines.—High Point Machine Works of High Point, N. C., has on hand for immediate shipment twenty-five center-crank engines ranging in size from ten to eighty horse-power. The engines manufactured by this company are of a high grade, and giving entire satisfaction wherever used.

Stanley Electric.—Announcement is made by the Stanley Electric Manufacturing Co. of the removal of its offices to 29 Broadway, New York city. This change was necessitated by the increasing demands on the company's facilities at the old address in the Empire Building. Correspondents are invited to note the change.

Blower Apparatus.—Orders recently booked by American Blower Co. of Detroit, Mich., include apparatus for installation in public buildings at San Francisco custom-house and postoffice; Queen's University, Kingston, Ont.; Buhl clubhouse, Sharon, Pa.; Walker School, Flint, Mich.; Pingree School, Detroit, and M. E. Church, Scottsdale, Pa.

Pipe-Threading and Electricity.—Scarcely a month passes without some new discovery or invention connected with electricity. One of the most recent improvements in pipe threading and cutting machines is the use of electricity as a motive-power. Motor-driven machines of this character are manufactured by D. Saunders' Sons of Yonkers, N. Y.

Chesapeake Construction Co.—This is a new organization that has completed the establishment of a general machinery and electrical contracting and supply business at 10 Brewer street, Norfolk, Va. The company is fully prepared to make contracts, large or small, in its chosen field, and invites those about to place orders to consider its proposals.

Machinery and Scrap-Iron Business.—It not infrequently happens that some established and profitable business is offered for sale for good reasons on the part of those wishing to dispose of the same. One such opportunity—in fact, an especially attractive proposition—is now being advertised. It consists of a machinery and scrap-iron business started fifteen years ago, together with complete plant. The price asked is \$40,000. Promoters and agents need not investigate. Investigators who are in earnest will have every facility for scrutiny afforded them. The business is now and always has been very profitable. For particulars address "Scrap Iron," care Manufacturers' Record.

Superior Coal-Mining Proposition.—The industrial activity of the Birmingham district continues, and new investors from various sections of the country are constantly seeking opportunities in that famous iron and coal district of the South. Notwithstanding the fact that so many valuable mineral properties have been opened up in Alabama, there yet remain others that offer equally good opportunities for profitable operation. Coal mining in the district surrounding Birmingham, Ala., is especially affording good returns to investors in mining companies. Prospective operators in the field are invited to write Messrs. W. H. Welch & Co., 1912 Morris avenue, for particulars regarding a proposition they are advertising. This proposition refers to a coal mine on 10,000 acres

of land. The mine can be operated by drifts, and it has been thoroughly examined by experts, whose reports will satisfy the most scrutinizing buyers. The coal output is highly valuable, either for domestic or steam use, and for coke manufacturing. Correspondence is invited.

Long-Distance Transmission.—Dr. F. A. C. Perrine, president of Stanley Electric Manufacturing Co., on May 9 read a paper before the Boston Society of Arts at the Massachusetts Institute of Technology on "Success in Long-Distance Power Transmission." The special features of the paper were "the obstacles and difficulties met with in the engineering of the great transmission lines of California" and the details of their successful solving. On May 10 Dr. Perrine delivered an informal talk to the senior class in electrical engineering of the institute on "The Outlook in Electrical Engineering," the theme being the business prospects for young engineers. Dr. Perrine will lead the discussion on "Protection of Long-Distance Transmission Lines" at the Cincinnati convention next week.

Successful Oil-Burning Steamship.—It is well known that the use of natural oil as fuel is being rapidly introduced into numerous industrial plants and on the locomotives of one important steam railway system in the South. Another adaption of the fuel-oil-burning system has been completed at New Orleans. It consisted in equipping the steamship Breakwater of the United Fruit Co.'s line with oil-fuel apparatus. The ship's initial voyage to Spanish Honduras and return under the new system closed two weeks ago. Briefly, the results of the new fuel were that instead of burning the estimated average coal quantity of 218 tons, she burned \$50 barrels of oil, which cost just about half what the coal would have cost. At this rate it is estimated the ship will save \$6000 annually on coal. The new equipment will also dispense with the services of three firemen and three coal passers, which means an additional saving of \$3240. The total saving will therefore be \$9240 per year. Messrs. Tate, Jones & Co. of Louisiana, Ltd., 341 Carondelet street, New Orleans, designed, manufactured and installed the equipment for the Breakwater. This company is prepared to furnish plans, estimates and fuel-oil appliances for any character of service, and what it has accomplished on the steamship referred to above will prove a potent lever in bringing it important contracts. Tate, Jones & Co. of Louisiana is a branch organization of the firm of the same name at Pittsburgh, Pa.

Cook Well Co.—The question of water supply is always an important one. Its solving, however, need not be a difficult proposition in this day for accomplishing whatever tends to the satisfaction and betterment of mankind. Pure water is unquestionably a means of betterment to its users, and science lays particular stress nowadays on the necessity of this purity. American inventors and manufacturers have been foremost in the work of perfecting pure-water systems, and their efforts have met with world-wide success. The foregoing thoughts are prompted by a consideration of the business conducted by the Cook Well Co. of St. Louis, Mo. This company has for years been active in contracting for pure water supply for towns, villages, cities and other communities, and in fact for well supplies of every description. Its great success in its chosen field has placed the Cook Well Co. in a prominent and leading position among water-works contractors. Not only does the company contract for water supply and well supplies of every description, but furnishes complete plans, specifications and other necessities, and manufactures equipment. The company's large business is an indication of the confidence that it is given by the contracting public. Its contracts this year have been many and large, located in various sections of the United States. Among them were: Twenty-eight-inch Cook strainers, each forty-eight feet long, shipped to Memphis, Tenn.; eight-inch well, 300 feet deep, and pumping outfit at Holly Springs, Miss.; eight-inch well 200 feet deep, with pumping outfit, for city of Sardis, Miss.; two eight-inch wells and pumping outfits for lead works in Illinois, four eight-inch wells for an Indiana water-works, four ten-inch wells, supplying 2,000,000 gallons daily, for city of Collinsville, Ill.; seven six-inch horizontal or push wells, 400 feet each, under the Missouri river at Omaha; three ten-inch wells for city of Bloomington, Ill., and many others. This mention gives an idea of the scope of the work in which the Cook Well Co. engages. Those likely to award contracts in the field in which the Cook Well Co. is engaged are advised to obtain estimates from it before signing said contracts.



# CONSTRUCTION DEPARTMENT.

**THE MANUFACTURERS' RECORD** seeks to verify every item reported in its Construction Department by a full investigation and complete correspondence with every one interested. But it is often impossible to do this before the item must be printed, or else lose its value as news. In such cases the statements are always made as "rumored" or "reported," and not as positive items of news. If our readers will note these points they will see the necessity of the discrimination, and they will avoid accepting as a certainty matters that we explicitly state are "reports" or "rumors" only. We are always glad to have our attention called to any errors that may occur.

\*Means machinery, proposals or supplies are wanted, particulars of which will be found under head of "Machinery Wanted." In correspondence relating to matters reported in this paper, it will be of advantage to all concerned if it is stated that the information was gained from the Manufacturers' Record.

It often occurs that the organization of a new company in a town is not known by the postmaster, and hence letters addressed to the company are returned marked "not known." The Manufacturers' Record reports the first organization of all companies, and our readers, in seeking to get into communication with them, should be very careful in deciding how to address them, and it is often advisable to add the names of one or more incorporators as an aid to the postmaster in delivering mail.

## ALABAMA.

Alexander City—Water-works.—Town contemplates construction of water-works, and will investigate estimated cost of same. Bonds will probably be issued; S. J. Nolen, mayor.

Bessemer—Foundry, etc.—W. J. Long, T. Y. Huffman and H. C. Mead have incorporated American Pipe & Foundry Co., with capital stock of \$100,000, for manufacturing iron pipe, hydrants, valves, car wheels, etc.

Birmingham—Printing Plant.—E. C. Bowman has permit to erect \$8000 building for equipment as printing plant.

Birmingham—Paint Mills.—Birmingham Paint Mills has increased its capital stock to \$50,000. Company has recently added the equipment of the Dixie Paint Co. to its plant.

Birmingham—Coal Lands.—Ferdinand Loeb and associates of New York city are negotiating the purchase of 100,000 acres of coal lands in Walker county, intending to develop the lands.

Birmingham—Sewer pipe Works.—Southern Sewer Pipe Co., recently organized with \$100,000 capital, has selected site for plant and will at once let contracts. Plant will include twenty kilns, factory and engine-house 60x300 feet and three stories high, and one-story panhouse 40x120 feet. Product will be sewer pipe, fireproofing, flue linings, etc.; L. S. Russell, manager, 325 Chalfoux Building.

Birmingham—Bridge.—It is reported that Birmingham Railway, Light & Power Co. will construct large steel bridge over its railroad tracks.

Birmingham—Water-works.—Robert R. Zell and associates have applied for franchise for water-works; \$1,000,000 of bonds will be issued to install the plant, which will consist in part of pumping plant with daily capacity of 20,000,000 gallons.

Birmingham—Amusement Company.—Webster Amusement Co. has been incorporated, with capital of \$5000, by Howell Graham of Birmingham, W. H. Pickens of Chicago and others.

Birmingham—Electric Supply Company.—Consolidated Electric Co. has been organized, with capital of \$20,000, for general electric supply business, by E. W. Bullock and T. H. McAdory.

Birmingham—Dam Construction.—Birmingham & Steel Cities Railway & Power Co. has let contract to Beardsley Gravity Dam & Construction Co. of Elkhart, Ind., for construction of its dam on the Warrior river to develop power for transmission by electricity in connection with the developments of the company previously reported.

Huntsville—Cold-storage Plant.—E. Wilson of Chicago and E. L. Roy of Louisville, Ky., inspectors for the Armour Company of Chicago, are reported as investigating with a view to purchasing site at Huntsville for erection of cold-storage plant.

Lockhart—Timber-land Development.—Edward S. Crossett and J. W. Watzek of Daycey, Iowa, and Charles W. Gates of Fordey, Ark., have purchased two-thirds interest in Jackson Lumber Co. of Lockhart. E. E. Jackson of Salisbury, Md., will retain one-third interest, and with the above-mentioned purchasers organize a stock company to operate the tract, which comprises 144,000 acres of timber land in Covington county. Plant for manufacture of the timber will be erected with an annual capacity of 50,000,000 feet.

Section—Coal Mines, etc.—Alabama Coal, Mineral & Lumber Co., recently organized under laws of Delaware with capital stock of \$500,000, has commenced opening mines in Jackson county. Isaac F. March of Birdsboro, Pa., is president; Theodore C. Auman of Reading, Pa., vice-president, and Milton L. Ritter of Reading, Pa., secretary-treasurer. Mr. Ritter and associates were reported last November as having purchased 25,000 acres of mineral lands in Jackson county, and to open up coal mines. Address Mr. Ritter at Section, Ala.\*

Sheffield—Land Improvement.—Sheffield Development Co. has incorporated for purchase and improvement of real estate, etc.; \$16,000 capital.

Talladega—Cotton-oil Mill.—Talladega Mercantile Co. will erect a two-press cottonseed-oil mill adjoining its grist mill; building will be two stories, of brick, 100x120 feet.

Talladega—Light and Power Plant.—The Talladega Mercantile Co. has applied for franchise to operate a light, power and traction plant.

Tuscaloosa—Woodworking Factory.—Southern & Western Lumber Co. of Chicago, Ill., will establish business in Tuscaloosa in the manufacture of lumber, laths, shingles, box stocks, railroad ties and other products of timber; capital is \$10,000.

## ARKANSAS.

Hot Springs—Drug Company.—Chartered: R. G. Morris Drug Co., with capital of \$10,000, by R. G. Morris, F. J. Hobbs and others.

Hoxie—Oil Mill.—H. B. Harvey & Co. of Memphis, Tenn., have optioned land near Hoxie as a site for erection of cottonseed-oil mill.

Little Rock—Publishing.—Chartered: National Art & Publishing Co., with capital stock of \$100,000 and Geo. R. Steinhilber, president; W. H. Funkhouse, vice-president, and F. B. Rayburn, secretary-treasurer.

Newton County—Zinc Mines.—Thomas Cox of Dardanelle, Ark., and others will develop 350 acres of zinc lands in Newton county.

Portia—Cotton Gin and Compress.—Martin & Bros. of Powhatan, Ark., are reported as having let contract for erection and equipment of square-bale compress and gin.

Rogers—Lime Company.—Rogers White Lime Co. has incorporated, with capital of \$15,000, and Phil. Dauernheim, president; F. F. Freeman, secretary.

## FLORIDA.

Apalachicola—Water-works.—City contemplates installing system of water-works at a cost of \$30,000 (not \$2000, as was stated recently). Contractors are invited to correspond with G. W. Hinsey, city clerk.\*

Jacksonville—Pulp and Paper Mill.—James M. Schumacher, Guy R. Pride, Henry Russell and others have incorporated O. P. S. Paper Co. for manufacture of pulp and paper, etc., with capital stock of \$250,000.

Pensacola—Electric-power Plant.—Madison Electric Power Co. has been incorporated, with capital of \$7500, to build and operate electric plants, ice factories, etc., by C. H. Smith, John C. Dial and M. D. Smith.

Pensacola—Brokerage.—Chartered: Pensacola Brokerage Co., with capital of \$2000, by W. H. Murphy (president) and others.

Pensacola—Cotton-oil Mill.—Contract will

be awarded shortly for erection of proposed \$100,000 cotton-oil mill for Southern Cottonseed Oil Co. Address S. A. Solomon of the company at Montgomery, Ala.

Pensacola—Chemical Company.—P. W. Smith and others have incorporated Smith-Cobb Chemical Co. to manufacture and deal in drugs, chemicals, etc., capital stock being \$30,000.

Tampa—Electric-light Plant, etc.—Tampa Municipal & West Coast Development Co., recently reported as organized for constructing electric-light plant, etc., has been incorporated, with capital stock of \$1,000,000, by John P. Martin, Sr., of Xenia, Ohio; John P. Martin, Jr., O. W. McDonald and others.

## GEORGIA.

Atlanta—Cotton Products Manufacturing.—Incorporated: Georgia Cotton Products Co., capital stock \$250,000, to deal in and manufacture all the products of cotton, to gin and compress cotton, etc., by Walter S. Griffin, Hampden E. Tener, Jr., and Alex. R. Ninger.

Atlanta—Publishing.—Southern Merchants' Publishing Co. has been incorporated, with capital of \$10,000, for publishing "The Southern Merchant." George H. Sims, A. W. Farlinger and Marvin L. Case are incorporators.

Atlanta—Ice Factories.—Atlanta Ice Co. will amend charter, increasing capital stock from \$25,000 to \$500,000 and enlarging its corporate powers; company will consolidate the Woolfolk Ice Co., People's Ice Co. and Keiley Coal & Ice Co. and operate under one management.

Atlanta—Stockyards.—Union Stockyards Co. has been organized for erection of a union stockyards and packing-house, as recently reported; feeding capacity, horses and mules, 5000 head per day; cattle, hogs and sheep, 7000 head per day. For particulars address T. B. Brady, Oakhurst, Ga. G. L. Norman of Atlanta is architect.\*

Atlanta—Evening Newspaper.—The Atlanta News has been organized, with W. P. Andrews, president; L. J. Daniel, vice-president, and J. Frank Beck, manager, to publish an evening newspaper. Offices at 608 Gould Building.

Atlanta—Silk Mill.—Chamber of Commerce is negotiating with New York parties for the establishment of a \$75,000 silk mill.

Augusta—Telephone System.—Augusta Telephone & Electric Co., reported recently as having increased capital from \$100,000 to \$300,000, will greatly extend and improve its plant under the supervision of Lee Campbell as engineer.

Brunswick—Paint and Oil Works.—Brunswick Paint, Oil & Varnish Co. has been incorporated, with capital stock of \$50,000, by C. P. Goodyear, C. Downing, W. E. Dempster, W. B. Isaac and others.

Cedartown—Knitting Mill.—H. F. B. Booth, Mrs. H. F. B. Booth, both of Cedartown; W. G. Rogers and J. Rogers of Spring City, Pa., have incorporated Cherokee Mills, capital \$20,000, and privilege of increasing to \$50,000. Company has contracted for \$25,000 underwear knitting mill. T. J. Griffin has contract for 50x156-foot building.

Clay Hill—Cattle Ranch.—A cattle ranch embracing 11,000 acres will be established in Lincoln county and the Avalon Cattle Co. organized for operating same. Address for particulars S. K. Hill and Frederick P. Fox, 645 Broadway, New York.

Cochran—Electric-light Plant and Water-works.—Brown & Collier of Atlanta, Ga., are preparing plans for water-works and electric plant at Cochran.

Dalton—Planing Mill.—Farrar Lumber Co. will rebuild at once its planing mill, reported during the week as burned.\*

Dublin—Saw and Planing Mill.—Bingham & Almond are building saw and planing mill.\*

Eatonton—Oil Mill.—Putnam Manufacturing Co. will install cottonseed-oil mill; building purchased.

Eatonton—Cotton-oil Mill.—W. M. McKenzie and A. M. Dobbs of Atlanta, Ga., and E. B. Ezell of Eatonton have incorporated company with capital of \$40,000, and privilege of increasing to \$100,000, for erection of cotton-oil mill and guano factory.

Gainesville—Street Improvements, etc.—City has voted \$10,000 for street improvements, \$20,000 for construction of sewers, etc. Address "The Mayor."

Griffin—Cotton Mill.—Kincaid Manufactur-

ing Co. has begun erection of 45-foot addition and installation of 3500 spindles and 130 looms; orders for machinery have been placed; present plant 12,500 ring spindles and 430 looms.

Griffin—Oil Refinery.—O. H. Dickey and Phillip Dickey of Madison, Ga., will build an oil refinery.

Martin—Oil Mill.—Farmers' Cottonseed Oil Mill Co. has let contract to John Queen at \$2000 for erection of building for cottonseed-oil mill.

Midland—Cotton-oil Mill.—Midland Cottonseed Oil Co., with capital stock of \$15,000, has been organized for erection of cottonseed-oil mill; S. E. Young, manager.\*

Poulan—Saw-mill.—W. Piusiro will rebuild his saw-mill lately burned.

Savannah—Mercantile.—Chartered: A. Vetsburg Company, with capital stock of \$50,000, and A. Vetsburg, president.

Tallapoosa—Iron Furnace.—Southern Car Wheel Iron Co. has been organized, with Stephen N. Noble of Anniston, Ala., president, and capital stock of \$100,000, for operating the charcoal furnace of forty tons capacity at Tallapoosa, which it has purchased from the Georgia Vineyard Co.

Tyty—Saw-mill.—Linden Lumber Co. will rebuild its saw-mill, reported burned at loss of \$6000.

Valdosta—Box Factory and Planing Mill.—W. J. Dufant, Jr., is arranging to erect planing mill and box factory, as recently reported.

Valdosta—Sugar Mill.—W. L. Gresner, J. M. Griffin and associates contemplate erecting a sugar and syrup mill.

Villa Rica—Cotton-oil Mill.—Company is being organized, with capital stock of \$20,000, for erection of cottonseed-oil mill. Names of those interested will be announced later.

Washington—Furniture Factory.—Washington Manufacturing Co. is enlarging its plant.

## KENTUCKY.

Ashland—Coal Company.—J. W. Reiner of New York, J. W. N. Stewart and John F. Hager of Ashland have incorporated Blackberry Coal Co., with capital of \$1200.

Ashland—Coal Mines.—Wolf Creek Coal Co. has been incorporated, with capital of \$1200, by J. D. Wyeth of New Jersey and John F. Hager of Ashland.

Barboursville—Oil Refinery.—Knox Lubricating Oil & Refining Co. has effected organization with H. H. Coffman, president; Wm. Hicks, general manager; John R. McCullough, treasurer, and E. T. Oliver, secretary, all of Bluefield, W. Va. Company purposes to erect a plant to refine oils from the Knox county fields. Capital stock is \$2,000,000.

Barboursville—Oil Wells.—Welch Hackley Coal & Oil Co. (office, 830 Equitable Building, Baltimore, Md.), reported recently to construct oil pipe line in Knox county, has made arrangements whereby its oil interests in Knox county will be developed at once, and if oil is found in sufficient quantities a pipe line will be constructed.

Grand Rivers—Coal Mines, Coke Ovens, etc.—Hillman Land & Iron Co. states that while it is building a railroad to its ore mines, developing coal mines with a view to building coke ovens, etc., it has no intention of building a new town at the old "Center" furnace.

Kentucky—Mining and Manufacturing.—Kentucky Wood Alcohol, Mining & Manufacturing Co. is being organized at 88 Wall street, New York.

Louisville—Novelty Works.—Louisville Novelty Co. has been incorporated, with capital stock of \$10,000, by W. W. Barnes, Ellis Duncan, E. E. Hellbron and others.

Louisville—Telephone Company.—Louisville Home Telephone Co. will increase capital stock from \$1,000,000 to \$1,500,000.

Louisville—Clothing Factory.—Chartered: Springer & Co., with capital of \$500, by Logan T. Sampson and others.

Louisville—Sign Company.—Two Jakes Sign Co. has been incorporated, with capital of \$1000, by James L. Gribble and others.

Louisville—Woolen Mill.—John P. Chenoweth of Louisville, Daniel A. Chenoweth and Oscar B. Henderson of Indianapolis, Ind., have incorporated Eclipse Woolen Mills, with capitalization of \$150,000, to put in operation an idle mill at Garden street and Baxter avenue.

Madisonville—Electric-light Plant.—City

has awarded contract to Western Electric Supply Co. of St. Louis, Mo., for installation of electric-light and power plant to cost \$12,500.

Mayking-Coke Ovens, Mining, etc.—It is reported that a mining town is being built near Stonega, and that contract has been awarded to J. A. L. Miner of Birmingham, Ala., for erection of 500 coke ovens and 300 miners' houses.

Pineville-Industrial Plant.—A large industrial plant is to be established, for the operation of which a turbine wheel power plant will be installed. Probably J. D. Jennings of Abbeville, S. C., can inform.

Stanford—Gas and Oil Wells.—Neale's Creek Oil & Gas Co. has been incorporated, with Forestus Reid, president; J. B. Paxton, vice-president, and J. M. Pettus, secretary-manager, to develop 3000 acres of land.

Williamsburg-Gas and Oil Wells.—James N. Sharp, A. T. Siler, C. H. Keeton and others have incorporated Kentucky Oil, Gas & Mineral Co., with capital of \$20,000.

Williamsburg-Coal Mines.—Incorporated: Jellico Mountain Coal Co., capital stock \$25,000, by J. W. Siler, John Morgan and W. F. Grant, for coal mining.

#### LOUISIANA.

Iowa-Rice Mill.—E. L. Hauck & Bro. will erect rice mill of 200 barrels capacity.

Long Bridge-Oil Mill.—Company has been organized, with capital stock of \$50,000, by Laundry L. and Oscar Bordelon, E. B. Coco and others for erection of cottonseed-oil mill.

New Orleans-Sugar Mill.—F. B. Williams, Charles Godeaux, John H. Murphy and others have incorporated Sterling Sugar & Railway Co., Limited, with capital stock of \$250,000, for manufacture of sugar, molasses, etc.

New Orleans-Brick Works.—Salmen Brick & Lumber Co., Ltd., 722 Common street, will erect brick works to replace plant recently burned at a loss of \$60,000. J. A. Salmen, Sildell, La., is the engineer in charge.

New Orleans-Water-works.—New Orleans Water Supply Co. has incorporated, with capital stock of \$2,000,000, and Albert Baldwin, Jr., president; Geo. W. Nott, vice-president; A. B. Wheeler, secretary-treasurer. Company will organize to carry out plans previously announced for acquiring and extending the system of New Orleans Water-Works Co.

Shreveport-Electric-light and Gas Plants. It is reported that N. V. Norris of Little Rock, Ark., has organized company for purchase of electric-light plant and gas works of Shreveport Electric Light & Power Co.

St. Joseph-Cotton Compress.—C. C. Corydill, R. Warrell, Joseph Curry and others have organized Tensas Cotton Compress Co. and awarded contract for installation of compress.

#### MARYLAND.

Baltimore-Electrical Company.—Kingsbury-Sumner Electric Co. has been incorporated to conduct general electric and contracting business, by Frank G. Boyd, Robert A. Regester, William Hoffmeister and others.

Baltimore-Can Factory.—C. R. Parlett of Norfolk, Va., has contract for erection of can factory for American Can Co., to cost \$68,000.

Baltimore-Silk Mill.—M. C. Migel & Co. (main offices, Astoria, N. Y.), who recently established a \$30,000 experimental silk mill at Fayette and Greene streets, will establish a \$150,000 branch mill to employ 400 hands.

Baltimore-Paint Manufacturing.—Wm. L. Thomas, H. F. Mullikin, J. B. Hall, Jr., and others have incorporated Thomas Paint Manufacturing Co., with capital of \$10,000.

Baltimore-Copper Works.—Baltimore Copper Smelting & Rolling Co. has purchased additional land at \$45,000 for the extension of its plant; plans have been made for eight to ten new furnaces, new buildings and other improvements; Wm. Kaiser, president.

Big Pool-Handle Factory.—J. V. Jamison of Hagerstown, Md., will build a spoke and handle factory.

Centerville-Oil Wells.—Maryland Oil & Development Syndicate has organized, with Wm. W. Stewart, president; Frederick Briggs, secretary, and A. W. Thomas of Chicago, Ill., treasurer, and is preparing to drill for oil.

Ellicott City-Water-power Plant.—Patapsco Electric & Manufacturing Co. will construct a dam to develop power for additional supply at its electrical plant; \$18,000 is said to be price paid for new site.

Hutton-Tannery.—Commonwealth Tanning Co., reported during the week as incorporated, succeeds the Enterprise Tanning Company.

Krug-Saw-mill, Timber Lands, etc.—J. L. and S. A. Kendall have purchased from A. Knab & Co. a saw-mill, lumber railroad, rolling stock and 16,000 acres of timber land for \$100,000, and will organize new company to develop the property.

Washington, D. C.—Electro-magnetic Devices.—Stilson Hutchins, Edward W. Creech, Wm. J. Dante and others have incorporated English Telegraph Co., with capital stock of \$15,000, for manufacture of electro-magnetic devices.

#### MISSISSIPPI.

Crystal Springs-Cotton Gin and Compress. Crystal Springs Ginnery & Manufacturing Co., lately reported as proposed, has completed permanent organization with W. H. Barron, president; B. W. Mathis, vice-president, and D. H. Miller, secretary, and will at once erect cotton gin and compress; capital \$25,000.

Jackson-Hospital.—Jackson Hospital Co. has been incorporated, with capital of \$25,000, to establish hospital and clinic, by Dr. B. L. Cutley and others.

Lexington-Cotton Mill.—A \$100,000 stock company will be organized to establish cotton mill; \$55,000 was subscribed at preliminary meeting. G. A. Wilson will be president, and J. E. Stanfield, secretary-treasurer.

Lyman-Lumber Mills.—Chartered: Gulf Coast Lumber Co., to manufacture lumber, by Henry H. Gary and F. W. Fatheree, capital stock being \$50,000.

Magnolia-Cotton Mill.—Magnolia Cotton Mills has been incorporated, with capital stock of \$100,000, to erect plant, by L. L. Lampton, J. H. Price, J. E. Wolfe and others.

Mt. Olive-Lumber Mills.—Chartered: Mt. Olive Lumber Co., capital stock \$25,000, by Frank H. Young, O. D. Haskett, F. A. Whitte, John H. Stuart and others to operate lumber mills.

Wesson-Fertilizer Factory and Oil Mill.—Chartered: Wesson Cotton Oil & Fertilizer Co., capital stock \$50,000, by Jas. G. Lyell, S. P. Bloom, Robert M. McDonald and others, to build cottonseed-oil mill and fertilizer factory, reported last week. Address Mr. McDonald.

#### MISSOURI.

Carrollton-Wagon Company.—Beggs Wagon Co., with capital of \$40,000, has been incorporated by S. M. Beggs, W. R. Painter and C. G. Beggs.

Carterville-Zinc Mines.—Tom Sawyer zinc mines near Carterville have been sold to Frank Nicholson, consulting engineer for Thayer & Wilkins of Boston, Mass., for \$25,000.

Joplin-Water-works.—Jos. F. Boyd has applied for franchise for construction of water-works.

Martinsburg-Coal Mine.—Oscar Krieger is preparing to open coal mine.

Monroe-Electric-light Plant.—City has voted \$15,000 for installation of electric-light plant; Geo. W. Tompkins, city clerk.

St. Louis-Screen Factory.—Chartered: Adjustable Roller Screen Co., with capital of \$20,000, by Charles L. Myers, J. F. W. Koetter, Orren H. Price and others.

St. Louis-Water-works and Electric-light Plant.—West St. Louis Water & Light Co. has been incorporated, with capital stock of \$30,000, to furnish water and electricity to towns in St. Louis county. John D. Quigley, Edward S. Lewis, L. R. Blackmer and others are incorporators.

#### NORTH CAROLINA.

Asheville-Water-works.—Kelly & Felt-haus have submitted bid at \$171,426 for construction of gravity works previously mentioned.

Battleboro-Cotton-oil Mill.—Battleboro Oil Co. has been incorporated, with authorized capital of \$100,000, by C. M. Braswell, J. R. Phillips and H. B. Merritt.

Charlotte-Cotton Mill.—H. A. Cook & Co. have erected a cotton-battling mill of 2500 pounds daily capacity.

Clayton-Planing Mills.—Clayton Manufacturing Co. has incorporated, with \$50,000 capital, and organized with A. T. Peale of Montclair, N. J., president, and John P. McEwan, secretary; purchased and will operate the Horne & Vinson planing mills.

Elizabeth City-Planing Mill.—Elizabeth City Manufacturing Co., which recently improved plant by installation of new machinery, etc., has reorganized with T. G. Skinner, president; C. W. Hollowell, vice-president; J. S. Hardison, secretary-treasurer.

Elizabeth City-Land Improvement.—West End Land & Improvement Co. has been incorporated, with authorized capital of \$110,000, by I. M. Meekins, W. M. Baxter, C. W. Grice and others.

Fayetteville-Oil Mill.—Southern Cotton

Oil Co. will erect a larger mill than was at first announced; from \$75,000 to \$100,000 will be invested. George Leder of Atlanta, Ga., is general engineer for company.

Goldsboro-Stemmy.—Prichard & Winstead will rebuild their stemmy, recently burned.

Greensboro-Iron Furnace—Empire Steel & Iron Co. (general office, Empire Building, New York) is arranging to overhaul and improve its iron furnaces at Greensboro, preparatory to resumption of operations.

Henderson-Street Improvements, etc.—City has voted issuance of \$35,000 of bonds for street paving, sewerage extension and electric lights, previously noted. Address "The Mayor."

Henderson-Oil Mill.—American Cotton Oil Co. (New York) will establish a branch at Henderson to be known as North Carolina Cottonseed Oil Co., which is preparing to erect 40-ton mill to cost \$60,000.

High Shoals-Cotton Mill.—High Shoals Company will double its mill of 5000 spindles and 150 looms. Contract has been let for erection of four-story 80x152-foot building.

Jamestown-Flour Mill.—O. C. Benbow will rebuild his 35-barrel flour mill recently destroyed by fire.

Jonesboro-Sash and Blind Factory.—J. B. Makepeace of Sanford, N. C., has purchased controlling interest in Jonesboro Sash & Blind Co.; will install additional machinery and operate the plant.

Laurens-Electric-light Plant and Water-works.—City has voted affirmatively the issuance of \$30,000 of bonds for water-works and electric-light plant, previously reported. Address "The Mayor."

Manchester-Furniture Manufacturing.—Manchester Furniture Co. has been incorporated, with capital stock of \$25,000, for manufacture of furniture, etc. William Chapman is president; A. J. Daffron, secretary-treasurer.

Rockingham-Brick Works.—D. K. Cecil and L. F. Weaver of Lexington, N. C., will establish brick works at Rockingham.

Rockingham-Cotton Mill.—Roberdel Manufacturing Co.'s additional mill, reported in March, will have 10,000 spindles and 200 looms (not 6384 spindles, as was formerly stated). Contracts for building and machinery are being closed.

Southern Pines-Cannery.—Southern Pines Fruit Packing Co. has organized to can and pack fruits, etc., with A. M. Clarke, secretary.

Southport-Coal and Freight Piers.—Southport Construction Co. has received contract for the construction of extensive modern coal and freight piers. Alvin R. Morrison of Wilmington, Del., is president.

Washington-Foundry and Machine Shops. Mutual Machine Co., organized recently, has completed purchase of site for and will at once begin erection of its proposed foundry and machine shops.

Waxhaw-Mercantile.—Chartered: R. J. Belk Company has been incorporated, with authorized capital of \$10,000, by R. J. Belk and others.

Waynesville-Grinding Plant.—Thomas A. Benteau intends to establish plant for grinding and sharpening knives, razors, etc.; will use water-power.

Williamston-Ginning, etc.—Incorporated: Williamston Ginning & Manufacturing Co., capital stock \$25,000, by W. J. Whitaker, W. H. Howell and John G. Staton.

#### SOUTH CAROLINA.

Anderson-Cotton Mill.—J. A. Brock and R. E. Ligon of the Anderson Cotton Mills will organize a \$400,000 company to build another cotton factory. Northern parties will be interested.

Clover-Cotton Mill.—Clover Cotton Manufacturing Co. has completed the installation of about \$10,000 worth of new machinery, replacing old equipment in its 10,000-spindle yarn mill.

Cross Hill-Knitting Mill.—Cross Hill Oil Mill Co. will expend about \$10,000 for establishment of the knitting mill lately reported. Will erect 32x100-foot building to cost \$1200 and install thirty machines, etc., to cost about \$800.

Easley-Cotton Mill.—Glenwood Cotton Mills, recently reported organized with \$200,000 capital, will increase capitalization to \$250,000, and expects to let contracts for buildings and machinery soon; will have 10,000 spindles and 300 looms; W. M. Hagood, president.

Glendale-Cotton Mill.—It is reported that D. E. Converse Company (A. H. Twitchell of Spartanburg, president) will erect an additional cotton mill of 17,000 spindles and 510 looms. (At a meeting in March the company

decided to build a \$300,000 addition, and later in the month abandoned the plan.)

Greenwood-Cotton Mill.—Grendel Mills will add 2000 spindles, increasing equipment to 27,088 spindles.

Greer Depot-Cotton Mill.—Franklin Mills will double its 5000-spindle plant, now capitalized at \$100,000. W. W. Burgess is president.

Laurens-Water-power Development, Cotton Mill, etc.—It is stated that Ware Shoals Manufacturing Co., previously organized, has had surveys completed of its 1000 acres of lands and riparian rights at Ware Shoals, on the Saluda river, and will at once begin developments. About 3000 horse-power is said to be the natural power of the current, and it is proposed to transmit this power by electricity for the operation of factories. The company plans a 25,000-spindle and 750-loom cotton mill in connection with its power developments, also a cottonseed-oil mill, roller flour mill and other industries. N. B. Dial is president.

Spartanburg-Cotton Mill.—Spartan Mills intends adding some additional spindles, filling the space in its No. 1 mill; now has 75,000 ring spindles and 2458 looms.

Sumter-Planing Mills.—Chartered: Sumter Planing Mills, by John E. Whilden and D. W. Cuttino.

Tucapau-Cotton Mill.—Tucapau Mills will increase capital from \$296,000 to \$500,000 and expend the \$204,000 for the addition of 30,000 spindles, erection of weave shed and installation of 2000 looms, operated by electrical power; present plant has 30,000 spindles and 839 looms. C. R. Makepeace & Co. of Providence, R. I., are architects in charge. Contracts have been placed for the machinery.

Union-Cotton Mill.—T. C. Duncan (president of Buffalo Cotton Mills and Union Cotton Mills) writes in reference to the large additional plant reported last week as rumored. He indicates that the mill will be built, but no definite announcements are ready as yet. Particulars will probably be ready in the near future.

Union-Cotton Mill.—Monarch Cotton Mills (mentioned last week) states that it will erect 135x140-foot building and install 18,000 spindles, with 600 looms; present plant has 14,000 spindles and 390 looms. Lockwood, Greene & Co. of Boston are architects and engineers in charge. Contracts have been let for building.

#### TENNESSEE.

Chattanooga-Transfer Company.—Chickamauga Transfer Co. has been incorporated by N. H. Brown, J. H. Jeffries, J. B. Sizer and others.

Chattanooga-Boiler Works.—Walsh & Weldner Company has been incorporated, with capital stock of \$150,000, to continue the boiler works of Walsh & Weldner.

Clinton-Furniture Factory.—Knoxville Furniture Co. will enlarge its Clinton plant to furnish material for manufacture of mantels and furniture at its factory in Knoxville; cost of new equipment about \$800.

Covington-Oil Mill, etc.—Covington Cotton & Oil Co. has been incorporated, with capital stock of \$75,000, for manufacturing cottonseed oil, compressing cotton, etc., by C. F. Farnsworth and J. A. Evans of Memphis, Tenn.; N. H. Murphy of Covington and others.

Ducktown-Electric-light Plant.—Tennessee Copper Co. will, it is reported, erect electric-light plant.

Dyersburg-Electric-light and Water Works.—City has purchased for \$750 the electric-light plant and water-works until now operated by F. H. Shepard. Extensions and improvements will be made, bids for which will be opened in June. Address "The Mayor."

Harriman-Timber Lands.—Capt. Henry Lawson of Cleveland has purchased timber properties in East Tennessee, and will organize company for extensive developments.

Harriman-Woodworking Factories.—Col. G. G. Davis has purchased 80,000 acres of timber lands near Harriman, and will erect four woodworking plants.

Johnson City-Foundry and Machine Shops. Johnson City Foundry and Machine Works has been incorporated, with capital of \$25,000, by G. W. Setton, R. M. Rhea, J. Allen Smith and others.

Jonesboro-Ice and Coal.—Home Ice & Coal Co., with capital of \$2000, has been incorporated by Wm. J. Exum, G. W. Setton, B. J. Setton and others.

Knoxville-Candy Factory.—Chartered: Peter Kern Confectionery Co., with capital stock of \$60,000, by Peter Kern, J. P. Kern, C. E. Lucky and others.

Knoxville-Water-works.—Wm. Wheeler, 11 Beacon street, Boston, Mass., is supervising

engineer for week as to tion must Knoxville ford and have capa Knoxville It is state begin wor Little riv dam to du trical pu turing li Livings ber Co. h stock of \$ Arthur G Loudon-temple t Memphis Macaroni capital of J. Halley Memphis N. Brady Chicago Tenn., ha ling inter Co. The reconstru and vari have also the contr Memphis two gas p ally conse Mt. Ple Holman, \$12,000 sto Nashville Iron Co. date thei Air Cal exten the Company complete Nashville will erect \$30,000. Newport New Eng power o spindle c Possibl dresses o Pulaski countenp Richland to pump tion to p Rockda dale Iron J. J. Gray kins and Union C & Burgh gating wi factory in Winche Sprague o Frank Sp Winche du Chem capital of zard, W. Bay C ling Co. v \$75,000. Beaum kin, G. C incorpora capital of Beaum Oil Co. h stock of \$ ter, Josep Beaum Oil & Re conduct l 00. Fre stein of Huron Beaum leum & l \$125,000, permit to pose, to transport Chas. J. Robert M Colt, atte Beeville being org mill. Na nounced Blosson Lee J. C



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engineer for Knoxville Water Co., noted last week as to make improvements, and information must emanate from him.

**Knoxville—Brick Works.**—West Rutherford and Wm. Davis are erecting plant to have capacity of 50,000 bricks per day.

**Knoxville—Electrical Power Plant, etc.**—It is stated that Knoxville Power Co. will begin work on its proposed developments on Little river, to include the construction of dam to develop power and erection of electrical plant to transmit power to manufacturing industries.

**Livingston—Lumber Mill.**—East Fork Lumber Co. has been incorporated, with capital stock of \$10,000, by N. Dodge, L. C. Albland, Arthur Gerut, Max Golditz and others.

**Loudon—Flour Mill.**—Horne & Goans contemplate installing flour mill.

**Memphis—Macaroni Factory.**—Memphis Macaroni Co. has been incorporated, with capital of \$10,000, by Toney Leuigi, S. Mardil, J. Halley and others.

**Memphis—Electric-light Plant.**—Anthony N. Brady of New York, C. K. G. Billings of Chicago and Frank G. Jones of Memphis, Tenn., have purchased at \$1,000,000 a controlling interest in the Memphis Light & Power Co. The new owners are said to plan the reconstruction and improvement of the plant and various extensions. The same parties have also completed the pending purchase of the control of Equitable Gaslight Co. and Memphis Gaslight Co., and will improve the two gas plants. All the plants will be eventually consolidated.

**Mt. Pleasant—Stone Quarries.**—James H. Holman, operating stone quarry, will erect \$12,000 stone crusher.

**Nashville—Iron and Coal Mines.**—Buffalo Iron Co. and Bon Air Coal Co. will consolidate their properties and operate as the Bon Air Coal & Iron Co., increasing to a large extent the capacity of both plants. Bon Air Company will hold meeting on May 25 to complete definite arrangements.

**Nashville—Stave Mill.**—A. L. Hayes & Co. will erect and equip stave mill at a cost of \$10,000.

**Newport—Cotton Mill.**—It is reported that New England capitalists will develop water-power on Pigeon river and erect a 32,000 spindle cotton mill to utilize said power. Possibly Joseph Thompson can state addresses of those interested.

**Pulaski—Water works.**—Pulaski Water Co. contemplates purchase of mill property on Richland creek and utilizing water-power to pump creek water to reservoirs, in addition to present pumping-station facilities.

**Rockdale—Iron Works.**—Chartered: Rockdale Iron Works, with capital of \$25,000, by J. J. Gray, Jr., James M. Locke, N. C. Hopkins and others.

**Union City—Furniture Factory.**—Copeland & Burgin of Rochester, N. Y., are investigating with a view to establishing furniture factory in Union City.

**Winchester—Mercantile.**—Chartered: Sprague Company, with capital of \$25,000, by Frank Sprague and others.

**Winchester—Chemical Company.**—Anasarch Chemical Co. has been incorporated, with capital of \$5000, by J. W. Grizard, A. F. Grizard, W. E. Walker and others.

## TEXAS.

**Bay City—Rice Mill.**—Bay City Rice Milling Co. will increase capital from \$50,000 to \$75,000.

**Beaumont—Lumber Company.**—H. S. Boykin, G. C. Wood and Wm. A. Nicols have incorporated H. S. Boykin Lumber Co., with capital of \$10,000.

**Beaumont—Oil Wells.**—Henderson County Oil Co. has been incorporated, with capital stock of \$100,000, by C. G. Richey, T. J. Hunter, Joseph Thompson and others.

**Beaumont—Oil Wells.**—Michigan Diamond Oil & Refining Co. has been given permit to conduct business, capital stock being \$6,000, 000. Fred Taylor and Leonard F. Berkenstein of Detroit, Mich., and Philip Lawrence of Huron, S. D., are incorporators.

**Beaumont—Oil Wells, etc.**—Texas Petroleum & Liquid Fuel Oil Co., capitalized at \$1,250,000, of London, England, has applied for permit to conduct business in Texas; purpose, to develop oil wells, distribute oil by transportation, etc. Those interested include Chas. J. Palmer of London Stock Exchange, Robert Moncrief, financier, and G. Bruce Colt, attorney, all of London, England.

**Beville—Oil Mill.**—A \$25,000 company is being organized for erection of cottonseed-oil mill. Names of interested parties not announced yet.

**Blossom—Electric-light and Water Works.**—Lee J. Campbell and associates contemplate

erecting electric-light plant and constructing water-works.\*

**Bowie—Mercantile.**—Chartered: Robert Well Co., with capital stock of \$25,000, by I. E. Rose, L. A. Raines and Julius Rose.

**Bowie—Cannery.**—Chartered: Bowie Canning Co., with capital of \$10,000, by R. W. McDaniel, D. H. Sigmon, S. D. Thompson and others.

**Brenham—Soap Factory.**—C. F. Miller of San Antonio is reported as contemplating erection of soap factory at Brenham.

**Bronson—Mercantile.**—Incorporated: Hamilton-Pratt Mercantile Co., capital \$50,000, by G. E. Pratt, A. D. Hamilton and one other.

**Celeste—Gin.**—Barnard-Stephens Gin Co. has been incorporated, with capital of \$10,000, by C. J. Barnard, C. G. Stephens and J. N. Hudson.

**Crowther—Pipe Line.**—King-Crowther Pipe Line Co. has been incorporated, with capital stock of \$500,000, by C. F. King, C. C. Ehrman, O. E. Lewis and others.

**Dallas—Machine Company.**—Chartered: Hardwick-Connor Machine Co., with capital of \$10,000, by W. O. Connor, S. W. Hardwick and E. C. Connor.

**Eagle Lake—Rice Mill.**—Chartered: Eagle Lake Rice Milling Co., with capital stock of \$60,000, by W. T. Eldridge, J. R. Westmoreland, J. H. Carder and others.

**Ennis—Light and Power Company.**—Chartered: Ennis Light & Power Co., with capital of \$20,000, by R. G. Storrie, H. C. Storrie and T. J. Oliver.

**Ennis—Ice Company.**—Ennis Ice Co. has been incorporated, with capital of \$30,000, by R. G. Storrie, H. C. Storrie and T. J. Oliver.

**Fort Worth—Oil Wells.**—John Peter Smith Oil Co. has been incorporated, with \$30,000 capital, to drill for oil, by A. J. Edwards, John Dennis, A. M. McElwee and others.

**Fort Worth—Lumber Company.**—S. P. Smith, Bowden Tims and C. H. Smith have incorporated S. P. Smith Lumber Co., with capital of \$20,000.

**Galveston—Cotton Company.**—Eustace Taylor, D. Stewart Godwin and Arthur G. Schneider have incorporated Eustace-Taylor Cotton Co., with a capital of \$10,000.

**Galveston—Seawall.**—County commissioners have closed contract with Geo. W. Roschke (date reported in this connection) to serve as engineer in charge of constructing the proposed \$1,500,000 seawall. It is believed that bids on the work will be invited in a few weeks.

**Houston—Hide Company.**—Frontier Hide Co. has been incorporated, with capital of \$30,000, to deal in hides, by T. F. Maurin, J. C. Hutcheson, Jr., and one other.

**Houston—Rice Mill.**—Thompson Rice Milling Co. has increased its capital stock to \$100,000.

**Houston—Canal.**—Chartered: Sheldon Canal Co., with capital stock of \$100,000, has been incorporated by E. Miller, John Barr, David C. Barr and others.

**Korrville—Live-stock.**—Schreiner Live-Stock Co. has been incorporated by Chas. Schreiner and others; capital stock \$500,000.

**Mineral Wells—Bottling Works.**—Sanguera Sprudel Wells Co., with capital stock of \$100,000, has been incorporated for marketing mineral water, by G. P. Macatee, M. L. Creighton and L. W. Macatee.

**Mineral Wells—Brick Works.**—Mineral Wells Pressed Brick Co. has been incorporated, with capital of \$25,000, by S. A. Prestidge, W. I. Smith, R. H. Parry and others.

**Port Lavaca—Cotton Gin.**—Company has been organized, with capital of \$5000 and C. U. Yancey, president; W. H. Wehmer, vice-president; W. P. Bell, secretary, and W. P. Dedmon, treasurer, for erection of proposed cotton gin.

**Rockwell—Water works.**—City will probably issue \$12,000 of bonds for construction of water-works. Address "The Mayor."

**Rosebud—Hardware Company.**—W. H. Triggs, L. B. Wright and W. M. Ayneworth have incorporated Wright Hardware Co., with capital of \$30,000.

**San Antonio—Creamery.**—Chartered: La Noria Creamery Co., with capital of \$5000, by W. C. Sullivan, F. E. Smith and J. W. Burby.

**San Antonio—Electric-light and Ice Plant.**—Chas. J. Collings contemplates establishing electric-light and ice plants.

**San Antonio—Mining.**—Red Cloud Mining Co. has been incorporated, with capital stock of \$150,000, by A. S. Roberts of Austin, Marshall Hicks, J. D. Guinn of San Antonio and others.

**Silverton—Mercantile.**—Chartered: Silverton Mercantile Co., with capital stock of \$30,000, by W. T. McDaniel and others.

**Sulphur—Mercantile.**—Chartered: Texas Mercantile Co., with capital of \$5000, by John Whitesell and others.

**Temple—Fuel-oil Burner Company.**—Chartered: Texas Fuel Oil Burner Co., with capital stock of \$50,000, by W. T. Bessonnette, C. R. Keedike, N. A. Sayre and others.

**West—Milling.**—Chartered: West Milling Co., with capital stock of \$25,000, by W. H. Legan, Louis Legan and W. R. McDaniel.

## VIRGINIA.

**Alexandria—Glass Works.**—Virginia Glass Co. will add the manufacture of tableware to its plant for making fruit jars, bottles, etc. Address for particulars Southern Glass Co. of Richmond.

**Amherst—Flour Mill, etc.**—Piedmont Milling Co., reported incorporated last week, states that it is building flouring mill and refrigerator for apples.

**Fairfield—Barrel Factory.**—W. M. Lee will re-equip his burned barrel factory; much of the machinery was not damaged seriously.

**Hampton—Electric and Gas Plant.**—W. S. P. Shields of Philadelphia, Pa., has franchise to establish electric-light and gas plant.

**Lynchburg—Flour Mill.**—T. A. Jennings Company has been incorporated, with capital stock of not less than \$5000 nor more than \$25,000, for manufacture of flour. T. A. Jennings is president; A. J. Bailey, vice-president; B. W. Barksdale, secretary.

**Madisonville—Telephone System.**—Company has organized with Luther R. Ford, president; W. Courtney Franklin, vice-president, and E. B. Brady, secretary, for construction of telephone system.

**Norfolk—Knitting Mill.**—Norfolk Knitting Mills is erecting an addition, and will install new machinery; now has 2016 spindles and forty-five knitters.

**Norfolk—Paper Mill.**—American Paper Box Co., with capital of \$25,000, has been incorporated by John H. Marshall and others for manufacture of paper boxes, etc., and will be located at the Norfolk Cutlery Co.'s plant.

**Petersburg—Lumber Mill.**—Chartered: W. J. Downing Lumber Co., capital stock \$50,000, and W. J. Downing, president; Wm. B. Tilghman, secretary; James E. Ellegood, treasurer, all of Salisbury, Md.

**Petersburg—Fireworks Factory.**—C. N. Romaine Fireworks Manufacturing Co. has been incorporated, with capital of \$50,000, and Robert Cabaniss, president; H. P. Stratton, vice-president, and R. H. Seabury, secretary, to manufacture fireworks.

**Petersburg—Tannery.**—W. N. Jones Company (manufacturer of quercitron and chestnut oak barks and Virginia sumac) is building tannery for sheep and calf hides.

**Richmond—Glass Works.**—Southern Glass Co. will enlarge plant by adding manufacture of tableware, in addition to fruit jars, bottles, etc.

**Winchester—Tobacco Company.**—Chartered: Cuba-Rica Tobacco Co., with capital stock of \$50,000; S. L. Johns of Hanover, Pa., president; Joseph H. Savage, vice-president, and Ralph Savage, treasurer.

## WEST VIRGINIA.

**Buckhannon—Electric-light Plant and Water-works.**—Buckhannon Light & Water Co. has awarded contract to Rumsey Electrical Manufacturers' Co., 1211 Filbert street, Philadelphia, for construction of electric-light plant; water-works in connection yet to be contracted for.\*

**Clarksburg—Mercantile.**—Chartered: C. E. Pride Company, with capital of \$25,000, by C. E. Pride and others.

**Clarksburg—Telephone Company.**—Sardis Telephone Co. has been incorporated, with capital of \$10,000, by H. A. Swiger, A. L. Husted, J. P. Robey and others.

**Davis—Coal Mines, Oil Wells, etc.**—Blaine Mining Co. has been incorporated for development of coal mines and oil wells, by T. B. Davis, Jr., of Davis; S. B. Bryden of Blaine, Md.; A. R. Stallings of Davis and others; capital stock is \$50,000.

**Elmo—Coal Mines.**—J. L. Beury of Fayetteville, W. Va., has purchased Sunny Side coal lands near Elmo, and will develop same on an enlarged scale.

**Grafton—Coal Lands.**—Canton (Ohio) and Pittsburg (Pa.) parties have purchased 5000 acres of coal lands for development. C. Spriggs Sands, Clarksburg, W. Va., can state who is interested.

**Green Spring—Sand Mines.**—Frank Maas of Fairmont, W. Va.; W. B. Cornwell and J. J. Cornwell of Romney, W. Va.; T. H. Hobbs and James Griffith of Cumberland, Md., have incorporated Potomac White Sand Co., with capital of \$5000, for mining and preparing sand.

**Mannington—Mercantile.**—Incorporated: A. C. Free Company, capitalized at \$10,000, by M. A. Williamson, Jane L. Free, A. C. Free and others.

**Montgomery—Coal Mine.**—Gamoca Coal Co., lately noted incorporated at Charleston, W. Va., has begun development of mine. M. G. Campbell is manager.

**Morgantown—Coal Mines, etc.**—Cochran Coal & Coke Co. has been incorporated, with capital stock of \$500,000, by M. M. Cochran of Uniontown, Pa.; S. B. Cochran, Henry L. Cochran and others of Dawson, W. Va.

**Newell—Pottery.**—Clinton China Co. has been incorporated, with capital of \$1000, for manufacture of chinaware, porcelain and all other clay products, by Thos. Clinton of East Liverpool, Ohio; Daniel Haffhand, Jas. A. Cavanagh and others of Pittsburg, Pa.

**Weston—Gas Plant.**—City has granted franchise for gas plant to Weston Gas Co., which recently filed application.

**Wheeling—Confectionery Factory.**—A. C. Plate Company has been incorporated, with capital of \$5000, for manufacturing confections, etc., by L. S. Jordan, C. E. Moris, Frank C. Cox and others.

**Wheeling—Glass Works.**—Board of Trade has obtained subscriptions amounting to \$10,000 for the formation of company to purchase and remove to Wheeling an idle glass works.

**Wheeling—Mineral-springs Development.**—Incorporated: Magnesia Springs Co., capital stock \$10,000, to develop mineral springs, etc., by John W. Adams, Jas. N. Hendrick, W. J. W. Cowden and others.

**Williamstown—Gas and Oil Wells.**—Incorporated: Argyle Oil & Gas Co., capitalized at \$25,000, to drill for oil and gas, by W. O. Miller of Kansas City, Mo.; W. P. Gage of Chesterhill, Ohio; H. McDougall of Denver, Col.; H. R. McCall and R. S. McCall of Pittsburg, Pa.

## INDIAN TERRITORY.

**Kingfisher—Flour Mill.**—Kingfisher Mill & Elevator Co., reported incorporated recently with \$30,000 capital, has contracted for 300-barrel flour mill.

**Wagoner—Cotton Company.**—Merchants' Cotton Co., with capital of \$50,000, has been incorporated by C. C. McKinney, H. G. Dunlap and H. W. Taylor.

## OKLAHOMA TERRITORY.

**Blackwell—Coal Mines, etc.**—Cherokee Land, Coal & Savings Co., reported incorporated recently, has organized with A. J. Blackwell of Chelsea, I. T., president; E. N. Ratcliff of Vinita, I. T., vice-president, and will develop coal lands, etc.

**Blackwell—Mineral Company.**—J. W. Pickett, J. W. Randolph, D. S. Rose, G. W. Kite and others have incorporated Blackwell Gas & Mineral Co., with capital of \$12,000.

**Lawton—Oil Wells.**—Frank L. Stetson, J. T. White, Wm. Turner and others have incorporated Crystal Oil & Development Co., with capital stock of \$500,000.

**Nardine—Horse Dealers.**—A. S. Lantz and others have incorporated Clare Percheron Horse Co., with capital of \$3400.

**Oklahoma City—Brewery.**—A. J. Seay, C. F. Colcord, E. H. Cooke, M. L. Turner and others will organize company to build proposed brewery. A St. Louis architect is preparing plans for plant, to include five-story malthouse and main building. (Anheuser-Busch Brewing Association and others of St. Louis will be interested.)

## BURNED.

**Arringdale, Va.**—Camp Manufacturing Co.'s saw-mill and dry-kilns; estimated loss \$50,000. Address company at Franklin, Va.

**Chattanooga, Tenn.**—Central Manufacturing Co.'s planing mill; loss \$50,000.

**De Witt, Mo.**—De Witt Milling Co.'s plant; estimated loss \$10,000.

**Houston, Texas.**—Quana Mill and Elevator; loss \$31,000.

**Lake City, Ark.**—Lake City Shingle & Lumber Co.'s plant.

## BUILDING NOTES.

**Aberdeen, Miss.**—Jail.—Monroe county will build \$12,000 jail. Address "County Clerk."

**Albany, Ga.**—Courthouse.—"County Commissioners" have called an election for June 5 on issuance of \$40,000 to erect courthouse. Plans have been accepted.

**Anderson, S. C.**—Church.—Grandy & Jordan of Greenville, S. C., have contract for erection of Central Presbyterian Church at Anderson; to be of brick, with stone trimming and slate roof; heating, seating and glazing to be let under separate contract.

Angleton, Texas.—Church.—R. I. Glass has contract for erecting proposed Presbyterian church.

Baltimore, Md.—Church.—John Stack & Sons have contract at \$80,000 for erection of St. Paul's Catholic Church.

Baltimore, Md.—Bank Building.—Commercial and Farmers' National Bank has purchased for \$100,000 the old Equitable Bank property, and will convert it into a modern banking house. Wyatt & Nolting are preparing plans.

Baltimore, Md.—Office Building.—Mutual Life Insurance Co. has purchased building for \$12,300, which it will convert into an office structure.

Baltimore, Md.—Hospital.—Johns Hopkins Hospital is asking bids on erection of surgical building five stories high, 100x112 feet, to cost \$100,000. Geo. Archer is architect.

Baltimore, Md.—Church.—Glidden & Myers will prepare plans for \$30,000 structure for Absquith Street Presbyterian Church.

Baltimore, Md.—Store.—Chas. H. Boehm will expend \$10,000 to improve store building; plans by Chas. E. Cassell.

Baltimore, Md.—Club Building.—E. M. Noel has contract at \$60,000 for erection of Baltimore Athletic Club's building.

Baltimore, Md.—Hotels, etc.—Chartered: Mullin Hotel Co. for erection of hotels, etc., by Martin Mullin, John Murphy and others; capital stock \$500,000.

Beaumont, Texas.—Church.—Plans by A. N. Dawson of Houston have been selected for construction of \$40,000 building for the Baptist church; to have steam or hot-water heating and other modern improvements.

Beaumont, Texas.—Business Building.—Lloyd Blanchette will erect five-story business structure to cost \$40,000; H. D. Applegate, contractor.

Birmingham, Ala.—Warehouse.—Birmingham Cotton Storage & Commission Co. will erect a \$10,000 fireproof cotton warehouse 100 x 140 feet.

Birmingham, Ala.—Grocery Warehouse.—H. J. G. Whitefield & Co. will build \$40,000 grocery warehouse.

Birmingham, Ala.—Office Building.—Richard W. Massey has purchased site at \$41,000, and contemplates erecting a 10-story steel office building.

Bluefield, W. Va.—Business Building.—Bids will be opened May 17 for erection of three-story stone and brick building. Specifications, etc., may be seen at office of Geo. S. Strader.

Charleston, W. Va.—Temple.—Bids will be received by A. D. Boyd, chairman, May 24 for erection of Odd Fellows' Temple. Plans and specifications at store of Loeb Shoe Co. Usual rights reserved.

Chattanooga, Tenn.—Synagogue.—Plans of R. M. Hunt have been accepted for \$8000 Jewish synagogue.

Decatur, Ala.—School.—City has voted \$20,000 for erection of school building. Address "The Mayor."

Dothan, Ala.—School.—R. A. Moody of Birmingham has contract at \$13,840 for rebuilding schoolhouse at Dothan burned several months ago.

Eddyville, Ky.—Cellhouse.—Plans of H. P. McDonald of Louisville have been accepted for erection of \$40,000 cellhouse at branch penitentiary in Eddyville. Building will contain 400 cells, and bids will be advertised for.

Frederick, Md.—Church.—Harry W. Bowers of William D. Bowers Lumber Co. has contract at \$15,000 for erection of Grace Reformed Church.

Gainesville, Ga.—School.—City has voted \$20,000 for erection of school building. Address "The Mayor."

Greensboro, N. C.—Office Building.—Cone Export & Commission Co. has let contract to J. N. Longest for erection of \$13,000 office building, three stories, 36x120 feet; plans by Orlo Epps.

Hattiesburg, Miss.—Bank Building.—Citizens' Bank will erect three-story office building, to have elevators, etc.

Jackson, Miss.—Church.—St. Andrew's Episcopal Church has had plans prepared for stone edifice to cost \$40,000. Address W. S. Hamilton.

Jackson, Miss.—School.—City will have plans prepared for \$25,000 school building; A. P. Lusk, city clerk.

Jennings, La.—School.—City has voted \$20,000 to erect and equip school building. Address "The Mayor."

Kansas City, Mo.—Church.—Grand Avenue M. E. Church will erect new edifice; plans have not been prepared. Address "The Pastor."

Lindale, Ga.—Cottages.—Massachusetts

Mills in Georgia will erect eighty-five operatives' cottages, costing \$1500 each.

Louisville, Ky.—Storehouse.—V. P. Collins has prepared plans for storehouse for A. Hallenbroh.

Louisville, Ky.—Office Building.—J. B. Hutchings has made plans for office building for Davis estate.

Louisville, Ky.—Orphanage.—German Baptist Orphans' Home will erect \$4000 building; E. D. Zochert, superintendent.

Martinsburg, W. Va.—Business Building.—Dr. E. G. Williams has purchased site at \$4000 and will erect three-story brick business building.

McComb City, Miss.—Courthouse.—Plans of D. A. Dickey have been accepted for proposed additions and improvements to courthouse, and bids will be opened June 2 for awarding contracts. Address "County Clerk."

Miami, Fla.—Dwellings.—J. G. Hunter of Pittsburgh, Pa., will build four costly residences.

Muscooke, I. T.—Depot.—Byrnes Lumber Co. of Fayetteville, Ark., has contract to build \$12,000 depot for O. C. C. Railroad.

New Orleans, La.—Office Building.—M. A. Shumard, care of Toledano & Wogan, architects, will receive proposals until May 21 for erection of two-story office building. Plans and specifications on file at office of architects, 121 Carondelet street. Each bid must be accompanied by certified check for 10 per cent. of amount of bid. Bond required and usual rights reserved.

Norfolk, Va.—Cemetery Buildings, etc.—H. C. Risdon, superintendent Tanawanda Cemetery, Box 601, invites bids on erection of frame railway station costing not more than \$600, for frame lodge costing not more than \$1200, mortuary chapel of thirty-six catacombs to accommodate 100 to 150 people (standing) costing not more than \$2500; also for road and street building, path cutting, etc.

North East, Md.—Church.—F. E. & Henry R. Davis are preparing plans for new church for Methodist Episcopal congregation; will be brick, 43x103 feet, and cost \$12,000.

Okmulgee, I. T.—Depot.—Ozark & Cherokee Central Railroad Co. has let contract for erection of eight section-houses and two depots along its new line to Albert Brynes of Fayetteville, Ark.; largest of the buildings will be \$12,000 depot at Okmulgee; E. E. Hughes, general manager, Fayetteville, Ark.

Orangeburg, S. C.—Hotel.—Orangeburg Hotel Co. has been incorporated, with capital of \$2000, and Wm. C. Wolfe, president.

Pensacola, Fla.—Office Buildings.—Louisville & Nashville Railroad has let contract to A. V. Chubbs at \$11,300 for erection of office buildings for Gulf Transit Co.

Petersburg, Va.—Theater.—E. T. Leath, manager of Richmond Theater, Richmond, Va., has signed contracts for the erection of a theater in Petersburg.

Raleigh, N. C.—Orphanage.—Plans for proposed orphanage have been completed, and contracts will be awarded shortly; building to be four stories, brick, 125x100 feet. Rev. J. W. Jenkins, superintendent, may be addressed.

Roland Park, Md.—Church.—Philip Anns of Philadelphia has contract for erecting \$15,000 church for Roland Park Presbyterian congregation. Isaac Purcell of Philadelphia prepared plans.

Savannah, Ga.—Jail Improvements.—Bids will soon be asked for improving courthouse and jail. Address "County Clerk."

Talladega, Ala.—Warehouse.—H. L. McEl-dery will erect cotton warehouse.

Thomasville, N. C.—School.—City will issue \$10,000 of school bonds. For information as to architect address Frank S. Lambeth, chairman of board.

Westville, Ark.—Hotel.—Byrnes Lumber Co. of Fayetteville, Ark., has contract to build \$5000 brick hotel.

Wylam, Ala.—City Hall.—City Hall to cost \$10,000 will be erected. Address "The Mayor."

## RAILROAD CONSTRUCTION.

### Railways.

Amarillo, Texas.—The Choctaw, Oklahoma & Gulf Railroad will, it is understood, now be extended west to connect with the Rock Island's El Paso line.

Ardmore, I. T.—Surveying parties are locating a line for the Choctaw, Oklahoma & Gulf from McLish, I. T., to Denison, Texas, and it is reported that the Rock Island, which now owns the line, will extend it to Dallas, Texas, via Sherman.

Ardmore, I. T.—It is reported that the Atchison, Topeka & Santa Fe Railway has

purchased the Denison & Northern right of way, and will complete the line.

Ashburn, Ga.—A survey is being made for the extension of the Hawkinsville & Florida Southern Railroad from Worth to Ashburn.

Atlanta, Ga.—A charter is being prepared for the Atlanta & Savannah Air Line Railway Co., which proposes to build a short line between Atlanta and Savannah, 235 miles long. W. H. Venable and others are interested.

Austin, Texas.—The charter of the Houston, Beaumont & New Orleans Railroad, which is to be built by the Goulds, has been filed.

Austin, Texas.—The San Antonio & Crowther Railroad Co. has been incorporated to build a line sixty miles long from San Antonio through Bexar, Atascosa and McMullen counties to the town of Crowther. C. F. King and others are interested.

Baltimore, Md.—Surveys are to begin next week for the tidewater extension of the Western Maryland Railroad from Howardville down the Gwynn's Falls valley.

Chihuahua, Mexico.—Another contract for the construction of fifty kilometers of line on the Kansas City, Mexico & Orient Railway has been let. Eleven miles of track have already been laid.

Columbia, S. C.—Two engineering corps are in the field for the proposed Charleston, Augusta & Chattanooga Railway, and Mr. James U. Jackson is quoted as saying that work will begin within sixty days.

Columbus, Ga.—The Georgia, Florida & Alabama Railroad, which has been completed to a point in Florida west of the Leon county line, will, it is reported, be extended to Columbus.

Eldorado, Ark.—Russell Harding, vice-president of the Eldorado & Bastrop Railway Co., writes the Manufacturers' Record that T. M. Dodson & Son of Bastrop, La., have the contract for grading, but that the contracts for tracklaying and bridges have not yet been let. The line will extend from the State line between Louisiana and Arkansas, and will be an extension of the New Orleans & Northwestern Railway forty-five miles to Eldorado.

Elkins, W. Va.—Ground has been broken at Leiter for the extension of the West Virginia Central to connect with the Little Kanawha Railroad, which is to be the eastern outlet of the Wabash system. W. E. Porter is chief engineer.

Fort Worth, Texas.—The North Texas Traction Co. has, it is understood, plans under consideration to build a line twenty-eight miles long from Fort Worth to Cleburne, thirty-five miles to Waxahachie, and thence thirty miles to Dallas.

Frankfort, Ky.—The Grand Rivers & Southern Railway Co. of Livingston county has been incorporated by J. W. Harrison and others of St. Louis to build a line from a point opposite Rock Castle, on the Cumberland river, through Livingston, Lyon and Trigg counties, a distance of sixteen miles.

Franklin, N. C.—It is reported that the contract for the Blue Ridge & Atlantic Railroad will be let on June 1.

Guthrie, Okla.—The Lawton & Craterville Electric Railway Co. has been incorporated to construct a line fifteen miles long between the two towns. T. W. Brewer of Lawton and others are the incorporators.

Guthrie, Okla.—Rights of way are being secured to build the extension of the Missouri, Kansas & Texas Railway from Coffeyville into Guthrie.

Guthrie, Okla.—A charter has been issued to the Choctaw, Oklahoma & Gulf Railway Co. to build a line from Guthrie through Logan and Lincoln counties and the Creek and Choctaw Nations to a connection with the Choctaw, Oklahoma & Gulf, a distance of 170 miles, besides a 30-mile branch to Shawnee.

Guthrie, Okla.—It is reported that the Kansas City Southern Railway is backing the Fort Smith & Western Railroad, now building from Fort Smith to Guthrie, and that it will be extended to Denver.

Hagerstown, Md.—Four sidings, each 500 feet long, are being built at Pen-Mar by the Western Maryland Railroad Co.

Hagerstown, Md.—A preliminary survey is being made for the proposed electric railway from Hagerstown to Pen-Mar by Pepper & Register of Philadelphia.

Harrisonburg, Va.—Surveys are being made for extensions of the Chesapeake & Western Railroad, which is now finished from Elkton to the foot of the Blue Ridge as far west as North River Gap.

Houston, Texas.—Chief Engineer Kellogg of the Houston & Texas Central Railroad is quoted as saying that tracklaying and ma-

sonry work on the Lampasas extension will begin about July 1.

Knoxville, Tenn.—Advices from New York state that the contract has been signed for building the Knoxville, Kimberlin Heights & Sevierville Electric Railway.

Knoxville, Tenn.—The Callahan Construction Co., it is understood, has received a contract to build that part of the Knoxville, La Follette & Jellico Railroad from La Follette to Jellico. It is stated that the company already has men at work on the line.

Knoxville, Tenn.—The Cumberland Railway Co. has been incorporated to build a railroad from the Kentucky and Tennessee line, on Little Yellow creek, to a point on Tackett's creek.

Knoxville, Tenn.—The Callahan Construction Co. of Knoxville informs the Manufacturers' Record that it has the contract for building about thirty-eight miles of the Knoxville, La Follette & Jellico Railroad, south from Jellico towards Knoxville. Part of the work is to be sublet.

Laurel, Md.—The incorporators of the Laurel & Brookville Railway Co. are taking preliminary steps to build the line, nineteen miles long. Frederick Dallam and others of Laurel are interested.

Little Rock, Ark.—The Cache River Valley Railroad Co. has been incorporated to build a line from Newport via Sedgwick through Jackson, Craighead, Greene, Lawrence and Clay counties, a distance of eighty miles. Elias W. Culver and others of Kansas City are interested. It will extend to the north line of Clay county.

Little Rock, Ark.—The Western Arkansas Midland Railway Co. has been incorporated, with \$740,000 capital stock, to build a line from Hot Springs southwest to Ophir, a distance of thirty-seven miles. Nathaniel F. Wright of Statington and others are interested.

Louisville, Ky.—Mr. Lemuel H. McHenry of Louisville writes to the Manufacturers' Record that the Louisville & Mt. Washington Railway Co. will build a line from Doughty's Point, the intersection of the Bardstown turnpike with the Beargrass line of the Louisville City Railway, along the pike to Mt. Washington, sixteen miles.

Louisville, Ky.—The Clear Fork Railroad Co. of Jefferson County has been incorporated to build a five-mile line to connect with the Knoxville, La Follette & Jellico Railroad, an extension of the Louisville & Nashville.

Memphis, Tenn.—It is reported that the Missouri Pacific will build an extension into Memphis from its proposed line between Latour and New Orleans.

Memphis, Tenn.—A meeting of stockholders of the Memphis, Arkansas & Texas Railway Co. has been called for June 9, and it is expected that construction will begin soon. George Arnold is president.

Newport, Ark.—It is reported that the Missouri Pacific Railroad is surveying a line to connect with its main line between Little Rock and the Bald Knob district.

Perry, Okla.—A survey is being made for the proposed Arkansas Valley & Eastern Railroad, and it is reported that the contract for building it has been awarded. This is said to be a "Frisco" extension.

Poplar Bluff, Mo.—The Southern Missouri & Arkansas Railroad has completed its extension from Poplar Bluff to Pocahontas, Ark., and a connecting line between Cape Girardeau and Paw Paw is under construction.

Reidsville, N. C.—The Southern Railway will, it is reported, soon start work on a second track from Lynchburg, Va., to Charlottesville, N. C.

San Francisco, Cal.—E. H. Harriman, president of the Southern Pacific Railway, is quoted as saying that the company will spend \$20,000,000 on improvements this year.

Smithland, Ky.—It is reported that a stock company is being formed to build a railroad six miles long from a point near Iuka to Grand Rivers. George W. Dixon and others are interested.

Tyler, Texas.—The directors of the St. Louis Southwestern Railway of Texas have called a special meeting of stockholders to authorize \$10,000,000 of bonds for building branch lines. The meeting will probably be held in July.

Velasco, Texas.—Tracklaying on the State Farm Railroad is to begin immediately.

Wilmington, N. C.—The Seaboard Air Line will, it is reported, build an extension to Wrightsville Beach.

Wilmington, N. C.—The Southport Construction Co., of which Alvin H. Morrison and William S. Hilles of Wilmington, Del., are, respectively, president and secretary, has received a contract for building the Cape

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Fear Terminal Railroad from Wilmington, N. C., to Southport, N. C., thirty miles, including coal and other freight piers at Southport.

Winston-Salem, N. C.—J. Respass has begun a survey for the Stone Mountain Railway Co. and the Elkin & Alleghany Railway Co. from Elkin via Stone Mountain to Sparta, and thence to a point on New river on the Virginia line; also for another line from Stone Mountain, crossing the Blue Ridge at Grassy Gap via the Ballou Iron deposits on New river to the North Carolina and Tennessee line, near the Virginia State line.

Yazoo City, Miss.—It is reported that the contract for the railroad between Belzoni and Yazoo City has been awarded, work to begin immediately.

#### Street Railways.

Alexandria, Va.—The Washington, Alexandria & Mt. Vernon Railway Co. has been granted permission to construct a loop line.

Austin, Texas.—The Austin Rapid Transit Railway has been sold at auction by the bondholders, represented by Col. F. H. Watriss of New York, and the line, it is reported, is to be improved and extended.

Baltimore, Md.—Plans to extend the Belair road line of the United Railways from Klondike to Gunpowder Falls are under consideration.

Birmingham, Ala.—The Steel City Railway & Power Co. is now letting contracts for its work.

Burlington, N. C.—E. W. Myers, chief engineer, is to begin a survey immediately for the proposed Burlington, Graham & River Falls Street Railway Co.

Dallas, Texas.—J. M. Carter and others will, it is reported, apply for a franchise for a belt line of street railroad.

Fernandina, Fla.—A franchise has been granted to John G. McGiffin and others to operate electric cars on certain streets to Amelia Beach.

Grafton, W. Va.—B. F. Bailey and associates have applied for a franchise to build an electric street-car line in Grafton.

Jacksonville, Fla.—It is reported that the Stone & Webster Syndicate of Boston has acquired the trolley lines and electric-light plant of the Plant Investment Co. in Jacksonville, and will improve them.

Richmond, Va.—The Citizens' Rapid Transit Co. has applied for a franchise to build lines on Moore, Munford, Leigh and other streets.

Tampa, Fla.—The Tampa Electric Co. has received permission to build a street-railway extension on Michigan avenue to Nebraska avenue.

#### Machinery, Proposals and Supplies Wanted.

**Manufacturers and others in need of machinery of any kind are requested to consult our advertising columns, and if they cannot find just what they wish, if they will send us particulars as to the kind of machinery needed we will make their wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. The MANUFACTURERS' RECORD has received during the week the following particulars as to machinery that is wanted.**

**Agricultural Machinery.**—Sumter (S. C.) Ice Manufacturing Co., J. J. Harby, manager, wants threshing machine for threshing oats, with portable engine and boiler.

**Awning.**—N. B. Bowyer, Lakeland, Fla., is in the market for metal awning for brick building eighty feet long and ten feet wide.

**Barrel Manufacturers.**—See "Canning Machinery."

**Boiler.**—Central Phosphate Co., Mt. Pleasant, Tenn., wants boiler without smokestack and without boiler feeder; quote f. o. b. Mt. Pleasant, and time of delivery.

**Boiler and Engine.**—See "Tannery."

**Boilers.**—See "Packing Plant."

**Boilers and Engine.**—Dunbar, P. O. Box 285, Chicago, wants second-hand 200-horse-power engine; state make, age, condition and size of flywheel; also wants, second-hand, three water-tube 75-horse-power boilers; state make, age, condition, etc.

**Brick Machinery.**—Barry O'Kelley, Method, N. C., wants outfit for steam brick works.

**Brick-works Supplies.**—Salmen Brick & Lumber Co., Ltd., 722 Common street, New Orleans, La., shall need large amount of

shafting from five feet down to one and one-half inches in size; also pulleys, gears, pinions, steam pipe, brick dryer, cars, rails, etc. J. A. Salmen, Slidell, La., is engineer in charge.

**Cannery.**—Southern Pines (N. C.) Fruit Packing Co., A. M. Clarke, secretary, wants machinery and supplies for cannery and packery.

**Canning Machinery.**—H. G. Burnet, general manager Jamaica Beekeepers' Association, Kingston, Jamaica, B. W. I., wants addresses of manufacturers of canning plants, etc.; also of coopeage concerns.

**Distilling Equipment.**—W. C. Eakin, Jackson, Miss., wants names of manufacturers of stills for destructive distillation.

**Electric Lighting.**—See "Packing Plant."

**Electric-light Plant.**—See "Water-works."

**Electro Machinery.**—See "Picture-frame Manufacturers."

**Engine.**—O. C. Benbow, Jamestown, N. C., wants second-hand traction engine, fifteen or sixteen horse-power.

**Engine, etc.**—D. T. Elcheberger, 1514 Franklin street, Tampa, Fla., wants second-hand gasoline engine, mattress machine, and turning lathe, jig and band saw.

**Engine.**—See "Sugar Mill."

**Engines.**—Richards Machine Co., Atlanta, Ga., is in market for two 14x30 Corliss engines; give name of maker, size of wheel, how long been used, condition, right or left hand, and price.

**Excelsior Machinery.**—Salem Parlor Furniture Co., Winston, N. C., wants excelsior machine and half picker.

**Fiber-desiccating Machinery.**—Keder Nath Sircar, 35 Oxford street, Serampore, India, wants information and prices on machinery (hand and power) for extracting, cleaning, mashing and spinning fibers extracted from pineapple and other fibrous plants.

**Furniture Machinery.**—Piedmont Table Co., High Point, N. C., wants prices on new and second-hand machines for polishing table tops.

**Grinding Machinery.**—Thos. A. Beniteau, Waynesville, N. C., wants estimates on grinding and sharpening plant to concave razors, etc.; wants concaving machine with two arbors and two wheels similar to a pair of rollers, sizes to be one inch to six or eight inch diameter, and from one to three and one-half inches thick; wheels to run 2000 to 5000 revolutions per minute; also wants turbine wheel of four to six horse-power.

**Grip (Automatic).**—See "Hoisting Equipment."

**Hoisting Equipment.**—Merry Bros., Augusta, Ga., want a cable grip for attaching loaded cars to a wire rope while rope is running (automatic grip preferred).

**Ice Machinery.**—Jose M. Esteve, Plaza del Pino, 2, Barcelona, Spain, wants addresses of manufacturers of ice-making machinery.

**Knife Grinders.**—See "Grinding Machinery."

**Knitting Machinery.**—W. H. T., care Manufacturers' Record, Baltimore, Md., wants catalogues of machinery for knitting shirts, drawers, etc.

**Levee Construction.**—W. F. Treadaway, manager, or L. J. Kopke, chief engineer, Beaumont, Texas, will open bids May 24 for construction of twenty-five miles of canal levees across Jefferson county, approximating 750,000 cubic yards. Specifications, etc., now ready; \$1000 check required with bid.

**Machine Tool.**—Birmingham (Ala.) Rail & Locomotive Co. is in market for combined punch and shear capable of punching one-inch hole in iron one inch thick.

**Machine Tools.**—See "Engine, etc."

**Machine Tools.**—"M," Box 363, Birmingham, Ala., is in the market for a second-hand horizontal punch (similar to Hilles & Jones' No. 2), eight-inch throat, capacity one and one-eighth inches diameter holes through one-inch plate.

**Mattress Machine.**—See "Engine, etc."

**Metal Awning.**—See "Awning."

**Mining Equipment.**—Muscadine Mining Co., Iron City, Ala., is in the market for locomotives, cast-iron pipe, automatic dump cars, standard gauge, of ten tons capacity, water tank, stationary engine and boiler, pump and boiler, sheet steel and 40-pound rails.

**Mining Machinery.**—Alabama Coal, Mineral & Lumber Co., M. L. Ritter, secretary-treasurer, Section, Ala., will probably want mining machinery.

**Oil Mill.**—Midland Cottonseed Oil Co., S. E. Young, manager, Midland, Ga., wants to correspond with manufacturers of cotton-oil-mill machinery.

**Packing Plant.**—Union Stockyards Co. will award contracts for building and machinery, including boilers, electric lighting, pumping

and packing-house equipment. Address T. B. Brady, Oakhurst, Ga.

**Paving.**—Jackson, Miss., will receive bids until June 3 for about 36,000 square yards vitrified brick paving, with stone curbs, etc.; Walter G. Kirkpatrick, city engineer.

**Picture-frame Manufacturers.**—Cochrane Novelty Manufacturing Co., Norfolk, Va., wants addresses of manufacturers of pictures, picture frames, molding, glass and electro machinery.

**Railway Equipment.**—W. B. Stuart, 208-213 Law Building, Atlanta, Ga., wants prices and terms on electric car line machinery.

**Railway Equipment.**—Cameron & Barkley Company, Charleston, S. C., wants prices on two locomotives, standard gauge, with pony trucks, one about 15x20 and other 16x24, second-hand in first-class condition.

**Refining Machinery.**—John R. Traise, Jr., Unity Building, Chicago, Ill., wants names of manufacturers of or dealers in refining machinery for refining petroleum oil.

**Roofing.**—S. E. Smith, Oaktown, Va., is in the market for sheet-steel roofing.

**Roofing.**—Kracke & Flanders, 630 Gravier street, New Orleans, La., are in the market for tar roofing material of 50 to 100 carloads; quotations solicited.

**Sugar Mill.**—C. Harrison Parker, president of control, State penitentiary, Baton Rouge, La., will receive sealed proposals until May 21 for cane crusher with capacity to grind 500 tons of cane per day of twenty-four hours, to go in form of five-foot mill, together with engine (slide valve) to drive same and to drive carrier; to be delivered in complete working order, set up on Hope Plantation, Iberia parish, by September 15; foundation not included; also housings and bedplate for five-foot mill on same plantation; dimensions to be had on premises.

**Tannery.**—Toxaway (N. C.) Tanning Co., Jas. S. Silverstein, manager, wants 50-horse-power side-crank engine, 50 to 60-horse-power tubular return boiler for tan furnace, 26-inch 70 to 75-foot smokestack, of iron, with brick base, and other machinery for tannery.

**Textile Machinery.**—See "Fiber-desiccating Machinery."

**Traction.**—See "Engine."

**Upholstering Supplies.**—Salem Parlor Furniture Co., Winston, N. C., wants catalogues on all kinds of upholstering materials and supplies.

**Wallpaper Cleaning Paste.**—Thos. A. Babb, Macon, Ga., wants addresses of parties manufacturing "Pastine" or other article for cleaning wallpaper.

**Water-wheel.**—See "Grinding Machinery."

**Water-works.**—Contractors are invited to correspond with Geo. W. Hinesy, city clerk, Apalachicola, Fla., regarding construction of \$30,000 water-works.

**Water-works.**—Lee J. Campbell, Blossom, Texas, probably wants estimates on cost of water-works and electric-light plant.

**Water-works.**—Buckhannon (W. Va.) Light & Water Co. will award contract for construction of water-works, to be operated in connection with electric-light plant.

**Water-works.**—W. S. Draper, recorder, Dyersburg, Tenn., will open bids June 17 for construction of water-works and electric-light system requiring about 625 tons of piping, fifty tons of specials, 100,000-gallon standpipe, 2,000,000-gallon pump, filtration system, boilers, engines, dynamos, wiring, switchboards, etc. (Work will be improvement and additions to limited plants just purchased by city.) Plans and specifications ready June 1.

**Well-drilling.**—Aldermen of Jackson, Miss., have made appropriation for sinking test well, and if successful will sink from six to ten wells; Walter G. Kirkpatrick, city engineer.

**Well-drilling Machinery.**—W. B. Stuart, 208-213 Law Building, Atlanta, Ga., wants prices on oil-drilling machinery.

**Woodworking Machinery.**—See "Furniture Machinery."

**Woodworking Machinery.**—Bingham & Almand, Dublin, Ga., want machines for saw and planing.

**Woodworking Machinery.**—Farrar Lumber Co., Dalton, Ga., wants to purchase some second-hand woodworking machinery.

#### TRADE LITERATURE.

**Generators of Single-Field Coil Type.**—Sprague Electric Co., 527 West Thirty-fourth street, New York, has issued Bulletin No. 191, referring to the direct-current generator of the single-field coil type.

**Improved Metal Skylights.**—A leaflet telling about improved metal skylights has been issued by the Van Noorden Company of Boston. The skylights referred to are of a sim-

ple construction that never fails to give satisfaction. Inquiries are invited.

**Juniper Poles.**—Standard Pole & Tie Co., 44 Broad street, New York, has issued a leaflet that will interest buyers of poles for telephone and telegraph wire supports. The leaflet tells of the advantages of the juniper pole, its membership to the same family as the Northern cedar, and its qualities of durability, which latter are claimed to excel even the cedar. Send for leaflet.

**Let Another Praise Thee.**—An interesting folder entitled "Let Another Praise Thee" is issued by the Commercial Club of Corsicana, Texas. The club is working to develop its city and vicinity, and, as the title mentioned indicates, other than home people are praising Corsicana. This thriving Texas city offers superior advantages for the location of industries of various kinds, for agriculturists, business men generally and others desirous of "growing up" with a country that is developing rapidly.

**For Every Architect and Engineer.**—In modern construction work, both of buildings and others, especially of the largest and most extensive types, there enters many improved methods and systems that have been introduced during recent years. The systems have aimed to better all kinds of structures in various ways—to add to their durability, to make them resistant to the ravages of fire, to give satisfaction; in fact, in every manner that can be desirable. Among the systems that have proven highly successful in Europe and are now being introduced in America is that known as the Hennebique ferro-concrete system, indestructible and fireproof (not slow burning). In important and exacting tests made of the system it has been found that its merits are of the highest possible character. It is a perfect fireproofing; low temperatures have no effect upon it; vibrations are resisted to a remarkable degree; its qualities of impermeability were found of the greatest; its hygiene and cleanliness is undoubted. Many of the leading architects and engineers of Europe have adopted the system and used it in the construction of various structures, in bridge, canal and tunnel work, and in numerous others. United States patents have been obtained on the system, and its rapid introduction in the United States is predicted. A publication descriptive and illustrative of the Hennebique system has been issued, and is now ready for mailing to those interested. No architect or engineer desirous of keeping pace with the rapid strides that modern science and invention is providing the industrial world can afford to be unacquainted with the facts relating to the Hennebique system. The United States main office has been established at 1123 Broadway, New York city, where correspondents and callers are requested to make their inquiries. Mr. R. Baffrey is manager.

**Burning Oil as Fuel.**—"For several years the use of oil as fuel for generating steam has been considered, but at the prices that prevailed it proved cheaper in most sections of the country to use coal or other fuel. At the Chicago World's Fair, where cost was not considered, but cleanliness and convenience were aimed at, it was found most satisfactory. However, the discoveries of heavy oil in large quantities in Texas and other States has so cheapened the product that it is now the lowest-priced fuel in Southern States, and is rapidly displacing coal. It is not necessary to go at length into the subject, as the value of the various fuels for producing heat is so generally known. Careful scientific experiments show that four barrels of petroleum equal one ton of the best coal, and it would take less oil to balance the work done by the cheaper grades of coal or lignite. Next to gas, the ideal fuel, oil has many advantages over any other commercial fuels. By merely turning a valve fire can be started immediately and increased or diminished at will. The heat produced is more uniform than that produced by wood or coal. The doors do not have to be opened, avoiding the draughts of cold air so caused, and the consequent strains on sheets and flues, thus increasing the efficiency of the boiler. Then there is a saving in labor, as stoking is mechanical and there are no ashes to remove. Further, the absence of dust or smoke is a very desirable factor. The flues are kept cleaner, and less air is required to pass the combustion chamber, so that less heat passes up the chimney or is lost indirectly. This increases the steaming capacity about 35 per cent., as has been shown by careful tests by experts." The foregoing quotation is taken from a publication issued by the Petroleum Iron Works Co. of Washington, Pa. Present and prospective users of oil as fuel can obtain information of value to them by addressing the company. It has a branch office at Corsicana, Texas.

## FINANCIAL NEWS.

The Manufacturers' Record invites information about Southern financial matters, items of news about new institutions, dividends declared, securities to be issued, openings for new banks, and general discussions of financial subjects bearing upon Southern matters.

## Review of the Baltimore Market.

Office Manufacturers' Record,

Baltimore, Md., May 14.

Much interest has been displayed during the week in the common stock of the Maryland & Pennsylvania Railroad, which has advanced in the trading from 21 to 23. It recently sold as low as \$13 per share, but just prior to and after the closing of the deal for the sale of the Western Maryland to the Goulds reports were in circulation that outside railway interests were endeavoring to acquire control of the road, which enjoys the advantage of the right to use the Belt Line tunnel of the Baltimore & Ohio Railroad. A report that the Fuller syndicate, which represented the Goulds, was after the Maryland & Pennsylvania as well as the Western Maryland was denied by Mr. Fuller himself, and then it was reported that the Reading Railroad Co., which unsuccessfully bid for the Western Maryland, was endeavoring to gain an entrance into Baltimore via an independent line. These rumors stimulated interest in the stock, and it has steadily advanced. The first-mortgage bonds of the line were also affected favorably, and rose in sympathy with the stock.

Other features of interest in the market have been the income bonds of the United Railways & Electric Co., which advanced upon favorable reports concerning the earnings and outlook for the system and the probability that the June coupon would be paid. The income bonds of the Mt. Vernon-Woodberry Cotton Duck Co. also rose upon favorable reports about the business of the company, and they were likewise influenced by expectations that the interest will be paid in July.

The declaration of a semi-annual dividend of 1½ per cent. by the Consolidated Gas Co. of Baltimore was in some degree a disappointment to the market, although it was the same rate that was declared in May of last year. There had, however, been expectations that a dividend of 1¾ per cent. would be declared, the same as in November last. The result of the dividend declaration was to cause a reaction in the stock. There was little movement in the securities of the G.-B.-S. Brewing Co., although the annual meeting was held during the week, and the reports stated that the prospects of the company were steadily improving, and that the outlook for business during the year was brighter. Seaboard issues were quiet.

Several meetings of the Atlantic Coast Line and Plant systems of railroads were held for the purpose of carrying out the necessary formalities for the transfer of the latter to the former in accordance with the deal recently concluded. The securities are all well sustained.

In the dealings United Railways common stock sold at from 16¼ to 16½; the income bonds at from 71½ to 72¼, and the 4 per cents at 95¼ and 95½. Seaboard common stock was traded in at from 26½ to 27¼, the preferred at from 46½ to 47, the 4 per cent. bonds between 86½ and 87, and the 5 per cents at 102¼ and 102½. Consolidated Gas sold at from 60 to 70½, United Light & Power preferred at 41, and the 4½ per cent. bonds at from 84¼ to 85. Cotton Duck common changed hands at from 10½ to 11½, the income bonds at from 47 to 48½, and the 5 per cents at 79½. G.-B.-S. Brewing

common was traded in at from 17¼ to 18, the income bonds at 44 to 44½, and the first mortgages at 52½.

The trust-company group of stocks was quiet. Union Trust sold at 65½ and 65¾, Mercantile at 165, American Bonding & Trust at 84, Fidelity & Deposit at 167, and United States Fidelity at 150. There was some interest and a little activity manifested by bank stocks. Commercial and Farmers' rose to 128 upon the announcement that the bank would increase its capital. National Exchange changed hands at 194¼ and 195, Third National at from 118 to 122½, National Union at 119, Howard at 12, Mechanics' at 31, Old Town at 11, and Bank of Baltimore at 123.

Among other securities traded in were the following: Western Maryland at 34 to 40, Maryland & Pennsylvania at from 21 to 23, and the 4s at 98½ to 99¼; Norfolk Railway & Light stock at 12¼ to 13½, and the 5 per cent. bonds at 94. Norfolk Street Railway 5s sold at 113¼ to 114, Lexington Street Railway 5s at 102¼ and 102½, Toledo Traction 5s at 104¼, Atlanta Street Railway 5s at 107½, Nashville Railway certificates at 63 to 64½, Baltimore Traction 5s at 115½, Anacostia & Potomac 5s at 96¼, Atlantic Coast Line common at 124½ and 125, Atlantic Coast Line of Connecticut at 249 and 250, Wilmington & Weldon 5s at 122, Florida Southern 4s at 91, Georgia & Alabama Consolidated 5s at 114¼, West Virginia Central 6s at 115 and 115½, Georgia Southern & Florida first preferred at 100, South Bound 5s at 112½, Virginia Midland 3d at 121, Consolidated Gas 6s at 114¼, National Enameling preferred at 85, Citizens' Railway, Light & Power of Newport News 5s at 97, Carolina Central 4s at 98¼, and Suffolk & Carolina stock at 38.

## SECURITIES AT BALTIMORE.

Last Quotations for the Week Ended May 14, 1902.

Railroad Stocks.	Par.	Bid.	Asked.
Atlanta & Charlotte.....	100	167½	172
Georgia Southern & Florida.....	100	48	50
Georgia Sou. & Fla. 1st Pref.....	100	99¼	100½
Georgia Sou. & Fla. 2d Pref.....	100	81½	84
United Railways & Elec. Co.....	100	16¼	16½
Seaboard Railway Common.....	100	26½	26¾
Seaboard Railway Preferred.....	100	46½	46¾

Bank Stocks.	Par.	Bid.	Asked.
Citizens' National Bank.....	10	33	33½
Commercial & Far. Nat. Bank.....	100	128	140
German Bank.....	100	108	108
Manufacturers' National Bk.....	100	100	105
Merchants' National Bank.....	100	100	105
National Bank of Baltimore.....	100	122¼	124
National Bank of Commerce.....	15	28	28
National Exchange Bank.....	100	195	195
National Howard Bank.....	10	11¼	11½
National Marine Bank.....	30	36½	37
National Mechanics' Bank.....	10	31	31
National Union Bank of Md.....	100	119	119
Second National Bank.....	100	185	185
Third National Bank.....	100	119½	121

Trust, Fidelity and Casualty Stocks.	Par.	Bid.	Asked.
American Bonding & Trust.....	50	84	86
Baltimore Trust & Guaranty.....	100	215	215
Colonial Trust.....	50	28	31½
Continental Trust.....	100	215	220
Fidelity & Deposit.....	50	166½	167
International Trust.....	100	123	124¼
Maryland Trust.....	100	211	211
Mercantile Trust & Deposit.....	50	165	169
Union Trust.....	50	65¼	65¾
U. S. Fidelity & Guaranty.....	100	148½	150

Miscellaneous Stocks.	Par.	Bid.	Asked.
G. B. & S. Brewing Co.....	50	17	17½
United Elec. L. & P. Pref.....	50	41	41
Cotton Duck Voting Trust.....	100	10¼	10½
George's Creek Coal.....	100	114	114
Consolidated Gas.....	100	69	69¼
Atlantic Transport.....	100	270	275

Railroad Bonds.	Par.	Bid.	Asked.
Atlanta & Charlotte 1st 7s, 1907.....	115	115	115
Char., Col. & Aug. 2d 7s, 1910.....	110	110	110
Columbia & Greenville 1st 6s, 1916.....	120	120	122½
Georgia, Car. & North, 1st 5s, 1929.....	113	114	114
Georgia South. & Fla. 1st 5s, 1945.....	114¼	114¼	114¼
Georgia Pacific 1st 6s, 1922.....	127½	127½	127½
Petersburg, Class A 5s, 1926.....	118	118	118
Petersburg, Class B 6s, 1926.....	128	128	128
Piedmont & Cum. 1st 5s, 1911.....	108¼	108¼	108¼
Richmond & Danville Gold 6s, 1915.....	120	120	122½
Savannah, Fla. & West, 5s, 1934.....	117	118	118
Seaboard & Roanoke 6s, 1916.....	114	117	117
Southern Railway Con. 5s, 1944.....	122	122	122
Virginia Midland 1st 6s, 1906.....	115½	115½	115½
Virginia Midland 2d 6s, 1911.....	115	115	115½
West. North Carolina Con. 6s, 1914.....	122	122	122
West Virginia Central 1st 6s, 1911.....	115	115¼	115¼
Wilmington & Wel. Gold 5s, 1935.....	123	123	123
Charleston City Railway 5s, 1923.....	105¼	105¼	105¼
Charleston Con. Electric 5s, 1909.....	87	89	89
Knoxville Traction 1st 5s, 1928.....	97	97½	97½
Norfolk Street Railway 5s, 1944.....	114	115	115
United Railways 1st 4s, 1949.....	95¼	95¼	95¼
United Railways Inc. 4s, 1949.....	71¾	71¾	71¾
Seaboard 4s.....	86¼	87	87
Seaboard 10-year 5s.....	102¾	102¾	102¾
Georgia & Alabama Con. 5s.....	114	114¼	114¼
South Bound 5s.....	112¾	113	113

Miscellaneous Bonds.	Par.	Bid.	Asked.
Mt. V. & Woodb'y Cot. Duck 5s.....	79¼	79¼	79¼
Mt. V. & Woodb'y Cot. Duck Inc.....	47¼	47¼	47¼
G. B. & S. Brewing 1st 3-4s.....	52	53	53
G. B. & S. Brewing 2d Income.....	43	44	44
United Elec. Light & Power 4½s.....	84¼	85¼	85¼
Consolidated Gas 6s, 1910.....	115½	115½	115½
Consolidated Gas 5s, 1939.....	116½	116½	116½

## SOUTHERN COTTON MILL STOCKS

Quotations Furnished by Hugh MacRae & Co., Wilmington, N. C., for Week Ending May 13.

	Bid.	Asked.
Abbeville Cotton Mills (S. C.).....	75	91
Alken Mfg. Co. (S. C.).....	97	97
American Spinning Co. (S. C.).....	112½	112½
Anderson Cotton Mills (S. C.).....	125	125
Arkwright Mills (S. C.).....	118	125
Augusta Factory (Ga.).....	65	71
Avondale Mills (Ala.).....	82½	82½
Belton Mills (S. C.).....	99	101
Bennettville Mfg. Co. (S. C.).....	85	91
Bibb Mfg. Co. (Ga.).....	110	110
Brandon Mills (S. C.).....	98	100
Cabarrus Cotton Mills (N. C.).....	125	125
Clearwater Blech. & Mfg. Co. (Ga.).....	100	103
Clifton Mfg. Co. (S. C.).....	177½	177½
Clinton Cotton Mills (S. C.).....	118	118
Cortney Mfg. Co. (S. C.).....	125	130
Dallas Mfg. Co. (Ala.).....	73	73
Darlington Mfg. Co. (S. C.).....	87	87
Eagle & Phenix Mills (Ga.).....	90	90
Enoree Mfg. Co. (S. C.).....	80	80
Enterprise Mfg. Co. (Ga.).....	94	94
Gaffney Mfg. Co. (S. C.).....	107½	107½
Grubbs Cotton Mills (S. C.).....	93	93
Granby Cotton Mills (S. C.) 1st Pfd.....	100	100
Graniteville Mfg. Co. (S. C.).....	170	170
Greenwood Cotton Mills (S. C.).....	105	105
Grendel Mills (S. C.).....	107	107
Henrietta Mills (N. C.).....	202	202
King, John P. Mfg. Co. (Ga.).....	90	97
Langley Mfg. Co. (S. C.).....	110	110
Laurens Cotton Mills (S. C.).....	148	148
Lockhart Mills (S. C.).....	105	109
Louise Mills (N. C.).....	101	101
Lynchburg Cotton Mills (Va.).....	125	130
Lynchburg Cotton Mills (Va.) Pfd.....	145	150
Manchester Cotton Mills (S. C.).....	115	115
Mayo Mills (N. C.).....	144	144
McColl Mfg. Co. (S. C.).....	106	106
Monaghan Mills (S. C.).....	90	90
Newberry Cotton Mills (S. C.).....	117	117
Norris Cotton Mills (S. C.).....	110	110
Odel Mfg. Co. (N. C.).....	99	101½
Pacolet Mfg. Co. (S. C.).....	130	130
Pelzer Mfg. Co. (S. C.).....	170	170
Piedmont Mfg. Co. (S. C.).....	165	172½
Poe, F. W. Mfg. Co. (S. C.).....	135	140
Richland Cotton Mills (S. C.).....	101	101
Richland Cotton Mills (S. C.) Pfd.....	101	101
Riohoke Mills (N. C.).....	100	100
Sibley Mfg. Co. (Ga.).....	65	70
Southern Cotton Mills (N. C.).....	101	101
Spartan Mills (S. C.).....	132½	132½
Trion Mfg. Co. (S. C.).....	120	120
Tucapau Mills (S. C.).....	125	125
Union Cotton Mills (S. C.).....	150	150
Union Cotton Mills (S. C.) Pfd.....	100	102
Victor Mfg. Co. (S. C.).....	115	115
Warren Mfg. Co. (S. C.).....	96	99
Warren Mfg. Co. (S. C.) Pfd.....	103	103
Washington Mills (Va.) Pfd.....	103	103
Whitney Mfg. Co. (S. C.).....	112½	112½
Wilmington Cot. Mills (N. C.) Pfd.....	100	100
Wiscasset Mills (N. C.).....	115	125

## South Carolina Bankers.

The South Carolina Bankers' Association held its second annual convention at Charleston, being called to order by President W. A. Law, with an attendance of about seventy-five persons. An address of welcome was delivered by Mayor J. A. Smyth, and was responded to by Mr. W. J. Roddey, president of the National Union Bank of Rock Hill. The report of President Law showed 135 banks in South Carolina, most of them being State institutions, with aggregate capital of \$8,342,230 and surplus of \$4,293,931; deposits, \$24,488,780, and loans, \$29,709,560. The association has more than seventy members. Addresses were made by Mr. R. G. Rhett on "Reciprocity in Banking," and by Mr. A. Markley Lee on "National and South Carolina Banking Laws." Other addresses were delivered by Messrs. Hartman Baker, cashier of the Merchants' National Bank of Philadelphia; Joseph A. McCord, cashier of the Third National Bank of Atlanta; W. J. Montgomery, president of the Merchants and Farmers' Bank of Marion, and E. W. Robertson, president of the Loan and Exchange Bank of Columbia. A reception was tendered the members of the association by Mr. and Mrs. R. G. Rhett. The election of officers for the ensuing year resulted as follows: President, E. H. Pringle of Charleston; vice-president, E. W. Robertson of Columbia; secretary and treasurer, Joseph Norwood of Greenville.

## Texas' Finances.

A statement showing the condition of the Texas State treasury says that the receipts from September 1, 1901, to April 30, 1902, increased, as compared with the

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same period a year ago, from \$2,260,216 to \$2,684,618. The disbursements increased from \$1,782,490 to \$2,279,625. The receipts for the last fiscal year, ended August 31, 1901, were \$2,865,238, while the disbursements for the same period were \$2,851,455. At the present rate of increase of receipts it is estimated that the general revenue surplus will not be less than \$500,000 at the close of the present fiscal year, on August 31 next. It is calculated that this year's expenditures will be \$3,679,625, and that the receipts will be \$4,157,988.

[For Additional Financial News, See Pages 32 and 33.]



